



CAMBODIA — IT'S DIFFERENT

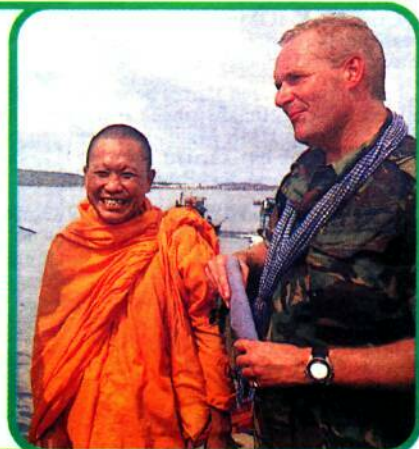
PATROLLING the Mekong River in a monsoon downpour, teaching kids some basic English, negotiating with the People's Armed Forces — or maybe the Khmer Rouge — enjoying a joke with a monk, getting sea-time in the Gulf of Thailand in a Soviet Stenka-class gunboat, dispensing nutty and medicine in a floating village, keeping a python to swallow up the rats, dodging the potholes in the dirt roads on a "pussers-issue" scrambler bike and, yes, occasionally dodging the bullets, too.

This is the way of life for the 70 or so volunteers from the Royal Navy and Royal Marines serving with the United Nations in Cambodia.

Cambodia — a war-weary country where the smiling children are a constant delight, where public transport is the pillion of a 50cc moped (a "moto"), whose driver will stay all day for a US dollar. Where teenage soldiers lounge in hammocks at the roadside, nursing their AK47s.

"See the world. Differently," is the current slogan of the RN recruiters. For those serving in Cambodia it's a slogan that fits the bill exactly.

Serving with the UNTAC Navy — see centre pages



TRIUMPHAL PROGRESS

HMS Triumph, eighth and last of the Trafalgar Class nuclear-powered Fleet submarines, returned to Devonport last month from a record-breaking 46,700-mile voyage designed to demonstrate the Royal Navy's role in "power projection" into the next century.

During a remarkable seven month trip that took her to Australia and back she provided graphic evidence of the Royal Navy nuclear flotilla's ability to deploy at very long range without support (see also pages 16-17).

Submarine mission with a message



"It is not a terribly expensive business to convert an SSN to carry cruise missiles... a nuclear submarine can power project by its presence alone." — First Sea Lord Admiral Sir Benjamin Bathurst.

Interview: pages 16, 17.
Newsview: page 18
'Smiles': page 18

She was away for 197 days — 151 of them at sea with 131 of those dived — with well-earned breaks at Gibraltar, Abu Dhabi, (United Arab Emirates), Diego Garcia, Perth and Singapore.

Taking part in exercises with RN ships and naval vessels from a number of friendly countries, she operated in the Atlantic Ocean, off the Cape of Good Hope, in the Southern Indian Ocean, the Arabian Sea, Gulf of Oman, Straits of Hormuz, Arabian Gulf, Sunda Strait, Java Sea, South China Sea, Singapore Straits, Malacca Straits, Mediterranean and Straits of Gibraltar.

She travelled over 40,000 nautical miles dived and crossed the Equator 12 times. She is the first nuclear-powered submarine to have operated in the Gulf and has returned with a wealth of information on operating in tropical waters.

Commanding Officer Cdr David Vaughan told *Navy News* the boat had deployed entirely alone — and thus "conclusively proved the SSN's unrivalled ability for world-wide rapid and unsupported deployment."

"But we come home in the knowledge that it could not have been achieved without solid support from Flag Officer Submarines, the Second Submarine Squadron, HMS Defiance — and the patience and understanding of those who were left behind at home."

"I hope the way has been paved for more submarine deployments to follow."

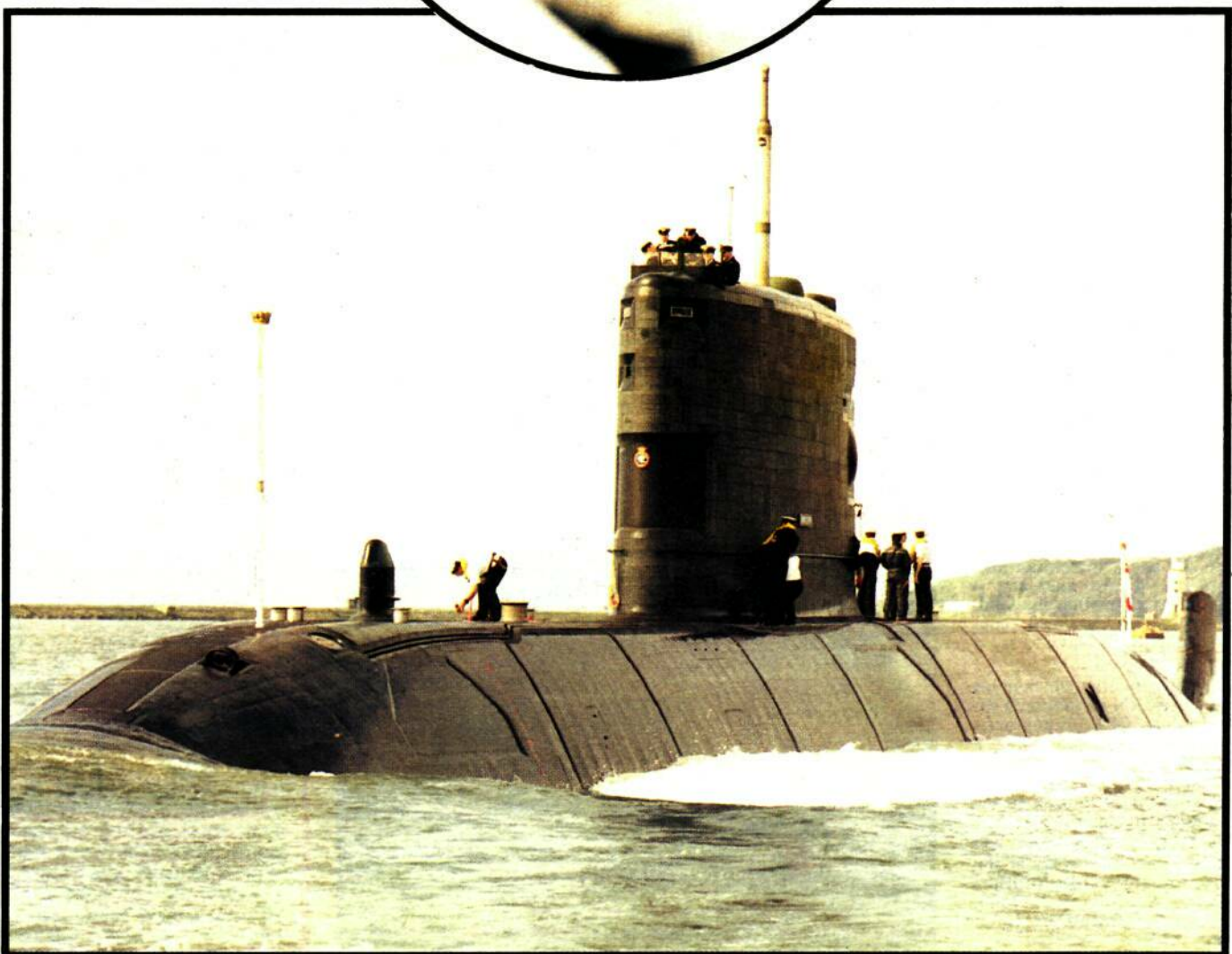
● **Spotlight on submarines** — The Princess of Wales was guest of honour at the commissioning of HMS Vanguard, the Royal Navy's first Trident submarine, at Barrow-in-Furness last month. She is seen here with the boat's Commanding Officer (Starboard), Cdr. Jim Boyd.

Also pictured below is HMS Unicorn, last of the Upholder Class submarines, arriving for the first time at Devonport where she has joined the Second Submarine Squadron.



Defence Secretary Malcolm Rifkind opened the new £1.7bn support complex for the Trident submarines at Faslane — a few days before HMS Opossum, the last of the Navy's Oberon Class diesel-electric submarines, paid off for the last time at Gosport.

The 30-year-old boat had made history at the beginning of August when she became the first Western submarine to visit Severomorsk, home of Russia's Northern Fleet, since the Second World War (see page 3).



Who's a pretty girl, then?

GREEN Parrot, the last Admiral's barge, is pictured enjoying a farewell spin around Portsmouth Harbour before going into retirement.

CINCPACVHOMER Admiral Sir John Kerr handed over the 40-year-old barge to David Thomson, chairman of the Portsmouth Naval Base Property Trust.

Nicknamed Green Parrot because of the colour of her hull, she has not been used officially since Cowes Week last year. She was used by the depot ship HMS Maidstone before becoming C-in-C's barge in the 1960s and has carried many VIPs, including the Queen and other members of the Royal Family, on ceremonial duties.

After restoration she will join a Victorian steam pinnace in the Mast Pond and will then go on show to visitors.

Picture: LA(Phot) Andy Pratt



POWER TO THE PEOPLE



FLAG Officer Royal Yacht, Rear-Admiral Bob Woodward, presents the "Powerful Cup" to CPO John Johnson, captain of HMS Heron's Brickwood Field Gun Crew, while Lieut. Grassy Meadows, physical training officer at RN air station Yeovilton and team trainer, looks on.

The Brickwood competition was held at HMS Collingwood and the Yeovilton team earned their trophy with a fastest run time of 1 min. 20.4 secs.

Nottingham noses ahead

MEM Nobby Hall takes a short break while Susanna Majendie and Arabella Michell finish polishing the nose of HMS Nottingham's Lynx helicopter!

Susanna, right, won the trip in the Type 42 destroyer at the RNLI's annual Christmas Ball and she and Arabella were able to enjoy a day out at sea while HMS Nottingham was taking part in Staff College Sea Days.

The two women witnessed a RAS, ASW, depth charge demonstration and rapid roping and were given a guided tour of the ship.



LIGHTS OUT FOR KELLINGTON

HMS Kellington lost her navigation lights when she struck the Princess Diana bridge on the Tees at Stockton.

The minesweeper was being towed upstream by two tugs, on her way to start a new life as a sea base for the local Sea Cadets, when she drifted away from the highest point of the arch and grazed her superstructure.

Chairman of the Sea Cadets unit Mr Stephen Croft said the damage could be repaired in a few days.

Spitfire in the air again

AN RAF Spitfire, which last flew 51 years ago, took to the skies again thanks to a Sea King helicopter from 819 NAS.

It was in the early 70s that the Dumfries and Galloway Aviation Museum first began to search for Blue Peter AD 540, which crashed while on patrol over the Firth of Clyde on May 23, 1942 and interest was renewed when the BBC children's TV programme of the same name filmed part of the search.

But it wasn't until 51 years to the day after the aircraft crashed, that the first piece of wreckage was discovered.

It soon became clear, however, that removal of parts was going to be a major problem, with the site a three-mile hike from the nearest road and it was at this point that the landowner, Colin Campbell, contacted the Royal Navy to see if they could assist.

Lieut. Guy Randell and his crew, from RN air station Yeovilton, lifted the various parts from the crash site while a ground team, led by PO John Peacock, netted the loads and supervised their transfer to the museum's transport.

Parts from Blue Peter AD 540 are now on display at the museum alongside another Spitfire, A MkII — P 7540, which was found at Loch Doon.



Seafarers on song



TRADITIONALLY held in St. Andrew's Church, Plymouth, the ecumenical Seafarers Service was held, for the first time, in HMS Drake.

Among the 400 Service and maritime representatives at St. Nicholas Church for Seafarers' Sunday was Flag Officer Plymouth Vice-Admiral, Sir Roy Newman. The RM Band of Flag Officer Plymouth are pictured, above, during the service.

IN BRIEF

Gassed at Guzz

THIRTY-TWO of HMS Torbay's ship's company were treated at RNH Stonehouse, Plymouth after they inhaled diesel fumes from a generator in the Devonport-based nuclear submarine.

The fumes were spread because of a fault in the venting system.

● The Accident and Emergency Unit at Stonehouse has closed this month, due to declining use which has reached the point where the department is no longer viable.

RNPT DATES

Tour dates for the Royal Navy Presentation Team:
Sept 22 — Norwich; Oct 6 — Liverpool; Oct 7 — Coventry; Oct 21 — Leicester; Nov 2 — Haddington; Nov 10 — Aberdeen; Nov 11 — Glasgow; Nov 24 — Burnley; Nov 25 — Bristol; Dec 7 Taunton.
Further details from WO John Stansfield, tel 071 921 2056.

Sailors' soap

A new Royal Navy-based TV soap called 'Jacks', planned for the end of next year, will feature a Devonport-based Type 23 frigate.

The last RN drama was 'Warship', screened in the 1970s, which featured 'HMS Hero', portrayed by a succession of Leander Class frigates.

Duke with DNA1

HMS Westminster, seen below leaving Tyne Harbour for a successful set of Contractor's Sea Trials, is due to complete in early November.

The Type 23 frigate built by Swan Hunter is the first to be fitted with the Surface Ship Command System (DNA1). She will serve with the Sixth Frigate Squadron at Devonport.

Leaders in Europe

Ten Lynx aircraft from 815 Naval Air Squadron at Portland in a formation fly-past to celebrate a successful first term as Europe's largest helicopter squadron.

Solid Stance 93

FORCES of ten NATO member nations will participate in Exercise Solid Stance 93 from September 5-17.

The long planned exercise's objective is to train multinational forces of the alliance in command and control procedures, tactics and capabilities, thereby demonstrating credible crisis response options.

The maritime activities of Solid Stance 93 will be conducted in the Baltic approaches, the Norwegian Sea and Norwegian coastal waters, the North Sea, the north east Atlantic and the coastal waters around the United Kingdom.

A total of about 110 ships and at least 300 aircraft will conduct various combined training operations which focus on the generation of multinational maritime forces and their presentation for subsequent deployment to a regional crisis area. It will include logistics convoy operations.

The exercise is divided into two parts. In part 1, 6-12 September, two task forces will be formed in response to a crisis, and prepared for deployment to the exercise crisis area.

Part 2, 13-17 September, will be the period during which a realistic environment will be provided for the commanders

to practise current tactics and to evaluate their command and control organisations in a period of high tension which will possibly lead to hostilities.

The planning and execution of Exercise Solid Stance 93 is being co-ordinated by the Allied Commander-in-Chief, Admiral Sir Hugo White, from his headquarters at Northwood.

Admiral White and his staff will coordinate the activities of forces from Belgium, Canada, Denmark, France, Germany, The Netherlands, Norway, Spain, the United Kingdom and the United States.

France and Spain, although not integrated into the military structure of the Alliance, will join the exercise with naval forces as part of normal training relations with their Allies.

Although preparations for Solid Stance 93 were started more than two years ago, close frequent coordination between participating nations and NATO headquarters have enabled the training to be adjusted to be consistent with the newly published NATO strategy reflecting the changes in Europe.

Opossum plays her last card

HMS Opossum, the last Oberon class submarine, was the first western submarine to visit Russia since the Second World War.

A few weeks before paying off the the last time, she was at the Naval city of Severomorsk home of the Russian Northern Fleet from 2-6 August, hosted by a Kilo class diesel electric submarine.

Cocktail Parties were held onboard both submarines for Officers and Senior Rates and an intensive programme was arranged that included sporting fixtures, museum visits and warship tours.

Highlights included having showers and saunas



onboard Slava and Sovremenny class warships while several members of HMS Opossum's ship's company had "Up Homers" with Russian families.

The hospitality was overwhelming with servicemen, civilians and children alike determined to

demonstrate their enthusiasm for the new found friendship.

● Inset: Vice-Admiral Suchkov, the Russian Submarine Brigade Commander, and Commodore Roger Lane-Nott, Chief of Staff to the Flag Officer Submarines, after laying wreaths at the Alyosha monument.



Faslane best bet for home bodies

THE proportion of jobs in the three submarine port areas is changing significantly over the next three years.

The disestablishment of SM1 at Gosport, the amalgamation of SM10 and SM3 to form the new SM1 at Faslane, the move of Upholders to Devonport and Swiftsures to Faslane, have all contributed to a reduction of SM jobs in the Portsmouth area and an increase in Faslane, with Plymouth remaining more or less constant.

As at Dec 94, the disposition will be:

	Shore	Sea	Total	% Total
Portsmouth	385	0	385	9.2
Plymouth	393	952	1345	32.2
Faslane	747	1563	2310	55.0
Other (Rosyth Northwood etc.)	150	—	150	3.6
			4180	100%

Note that this is only the current forecast in a fast changing scene. The figures in Plymouth do not take account of the effect of the Trident refitting decision or the final arrangements for the disposal of the Upholder Class which are not known at the time of writing. However, the message must be clear — if you want a shore draft at home, set up home in Plymouth, or preferably Faslane.

Sound proposition in Gib

There are still some billets becoming available in Gibraltar for AB(Sonar)(SM) — keep putting in C240s if you fancy life in the Mediterranean.

Drafty . . . on submariners

Triple alliance

Between December 93 and April 94, the Naval Drafting division will be reorganised and streamlined to reflect the overall reductions in RN manpower numbers.

As part of this reorganisation, the Submarine Drafting and S and S and Medical Drafting Sections will amalgamate under a single Drafting Commander.

Commander Phillips will move sideways to take over the post of Deputy Captain Naval Drafting (to be renamed Staff Commander to CND). Commander Peter Edger, currently the S and S and Medical Drafting Commander (with a good submarine background as BSO Neptune and Secretary to FOSM) will become the new Drafting Commander Submarines, S and S and Medical.

Submarine, S and S and Medical ratings drafting will be amalgamated with their General Service counterparts, but other Submarine ratings will retain their own drafting desks and the two submarine drafting officers will remain responsible for their drafting.

Overall we hope that our customers will notice little or no change — apart of course from an improved efficiency! In future the Drafting Commander will be a Commander (S) (SM), thus continuing to ensure that everyone's interests are properly considered.

The art of course booking

All Submarine School courses of six days or more must be booked through Centurion (PO Downey ext 2339) and a Draft Order will be raised.

If a non Dolphin course is less than six days and it appears on the Scheme of Complement this can also be booked through Centurion.

Dolphin courses of six days or less are to be booked through the planning office RNSMS HMS Dolphin.

If a rating requires to complete a particular course and it does not appear on the scheme of complement, then get the scheme of complement changed.

Help us to help you so that a man will complete all the correct courses before joining his submarine.

Fire Fighting courses — the two day course is booked via Centurion with the five day courses booked direct with the Fire Fighting school.

Small Arms courses are booked via Liz Dean in Centurion (ext 2566), also see FTM 212/93.

There is confusion over the training of personnel who wish to restream to Trident/Trafalgar (WD). To transfer to these streams you need to complete a SMCS course, if you have not already done so.

The pre-requisite for completing a SMCS course is that you must have previous experience in DCB/DCH and have the adqual to match.

If you do not have these adquals and you are of the WD category you will not be able to transfer to the above streams.

Rosters likely to lengthen

The third round of redundancies is underway with the same ground rules as before. Future employability will, as always, be the principal factor in redundancy decisions.

Overbearing in most branches means little or no recruiting into the Submarine Service in 1994/95, so the training pipeline problem has receded for at least another year.

Unfortunately, though, the overbearings also tend to slow down advancement and rosters are likely to lengthen further in most areas for some time yet.

ADQUALS

Adquals are becoming increasingly important — do not forget to record them. A form C171 should be raised for every course, or examination (eg. SCOW Board) that gives you an adqual.

Check on the back of your latest draft order to see what has been recorded.

Warfarers branch out

The first stage of Warfare Branch drafting is now complete, with the Sonar, Comms and Tactical Systems ratings drafted to courses and onward drafted to either Sovereign, Trafalgar or Victorious.

All other ratings who were selected will be swept up when the next courses are detailed, over the next couple of years. Career progression for non-Warfare branch ratings will of course still go ahead, with professional courses for Sonar and TS ratings planned until the year 2002.



High duty pipe welders

A number of billets exist in Defiance and Neptune for these highly skilled people from both Submarine and General Service and there continues to be a shortage of qualified men.

The training is open to MEAs and POMEM/CPOMEMs who show an aptitude for welding. If you are interested in obtaining this highly skilled qualification and working in this challenging and satisfying field, apply for the course by C240, or contact your Drafting Officer for further information.

SUBMARINE DRAFTING TEAM

Drafting Commander
Non-Technical Drafting Officer
Technical Drafting Officer
Office Manager/COXN drafting
ME Senior Rates
ME Junior Rates
WE Senior Rates
WE Junior Rates
Sonar and TS
Comm S and S Medical
Course Bookings

Cdr John Phillips ext 2510
Lieut.-Cdr Chris Charter ext 2043
Vacant ext 2042
CRS(SM) Denis Bookham ext 2516
POWTR Tony Clewes ext 2518
LWTR Adrian Gillet ext 2518
POWTR Colin Evenden ext 2519
LWTR Yvonne Friend ext 2519
POWTR Vivien Ewart ext 2517
POWTR Steve Platt ext 2041
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MIGHTY OAKLEAF LENDERS HER SUPPORT

FORMERLY the Swedish vessel MV Oktania, the support tanker Oakleaf was added to the Royal Fleet Auxiliary in 1986. She was built by A. B. Udevella, Sweden and completed in 1981.

Following a refit last December and BOST in January, she recommenced her duties in the Caribbean as tanker to the West Indies Guard Ship.

and underwent major conversions to bring them up to RFA standards and equip them for naval support. These involved adding a considerable amount of electronics, both in communications and navigational aids, fitting two replenishment rigs and increasing the amount of accommodation.

While the ships can provide some food and stores support, their main cargo is furnace fuel oil, diesel and aviation fuel.

Burmeisters

RFA Oakleaf is powered by a four cylinder Burmeister and Wain long stroke oil engine capable of developing 12,000 bhp, which drives a single controllable pitch propeller. She is also has bow and stern variable pitch thrust propellers. Fitted with automatic power management, the vessel can be operated with her machinery spaces unmanned. And as with her sister ships, her engines can be controlled from either the ship's bridge or the air conditioned machinery control room.



The deployment could explain why one of her facilities — a heated indoor swimming pool — is not being as heavily used as it might be. The ship's company also have a gymnasium and a sauna at their disposal.

Departments

Normally 36 strong — but currently standing at 15 officers and 22 senior and junior rates — the ship's company's various departments all have a vital role to play in the day to day running of the vessel.

The Oakleaf is capable of replenishing ships with fuel using a standard jackstay or derrick rig abeam and a towed rig for astern replenishment. She is fitted to take containers on her main deck for the provision of stores and to enhance ship's stores capabilities for long deployments.

The PO(Supply) is responsible for 5,000 stores line items as well as for victualling, clothing and bedding and the use of the RISC (RFA Interim Stores Computer) system is his only assistant on board. This system is to be replaced by Oasis 4 in due course.

Leaf Class

As well as their role of replenishing warships at sea, support tankers perform the bulk movement of fuels between MOD(N) depots. The Oakleaf has three Leaf Class sisters — RFAs Brambleleaf, Bayleaf and Orangeleaf.

All four were originally designed as commercial tankers



RFA Oakleaf is the second ship to bear the name. Her predecessor was built in Glasgow as Elder liner Montezuma by A. Stephens and Sons Ltd in 1899. She was propelled by steam and had a displacement of 7,345 tons gross. Measuring 485 feet long and with a beam of 59 feet, she could steam at 13 knots. Converted to a dummy battleship (Iron Duke) in 1914, this vessel later became the tanker Abadol in 1915. Renamed the Oakleaf in February 1917, she was lost just five months later. On July 25 that year she was torpedoed by the German submarine UC 41 64 miles NW1/4W from the Butt of Lewis.



Facts & figures

Official number: 389540.
Port of Registry: Barrow.
Displacement: 49,648 tonnes. Length: 174 metres. Breadth: 32m. Draught: 11m. Masthead height: 44.5m from keel. Turning circle: 694m. Speed: 14 knots (normal running); 14.5m (maximum). Cargo capacity: 40,000 cu m fuel. Guns: 2 Oerlikon 20mm. 2 7.62mm MGs. Countermeasures: 2 Plessey Shield chaff launchers can be fitted.

Royal Fleet Auxiliary

NOT A "Ship of the Royal Navy" this month, but a ship of her sister service, the Royal Fleet Auxiliary. This civilian manned fleet, owned and operated by the Ministry of Defence, is tasked with supplying the Royal Navy at sea with fuel, food, stores and ammunition.

The RFA also provides aviation support for the Royal Navy, together with amphibious support and secure sea transport for Army units and their equipment.

Part of the Royal Naval Supply and Transport Service, the RFA is managed from London by the Director of Supplies and Transport (Ships and Fuel).

Constituted in 1905, the Royal Fleet Auxiliary Service began by carrying coal bunkers and

other stores, acquiring a tanker fleet as British warships became oil burning during the First World War.

The RFA saw service in every naval theatre of operations (from the Arctic to the Pacific) in the Second World War, including the Maltese, Russian and other convoys. Since then it has supported the Royal Navy and the Army in Korea, Suez, Cyprus, Beira, Kuwait, Borneo, Belize, Aden and in the Icelandic Cod Wars.

During the Falklands Conflict, the RFA spearheaded logistic support for the Task Force. It lost RFA Sir Galahad to heavy air attack at Fitzroy.

Employing 2,300 UK officers and ratings and 250 Hong Kong Chinese ratings, the RFA is one of the biggest employers in British shipping.

SOMEONE HAS TO LEAD...



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**FULL POSTCARDS
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Britannia celebrates in song

Southampton saw its biggest gathering of ships since 1982 when the British Sailors Society held a 175th anniversary service, attended by The Queen and Lieut.-Cdr The Duke of York.

HMY Britannia provided the backdrop for the service, screened by the BBC in 'Songs of Praise' on August 22.

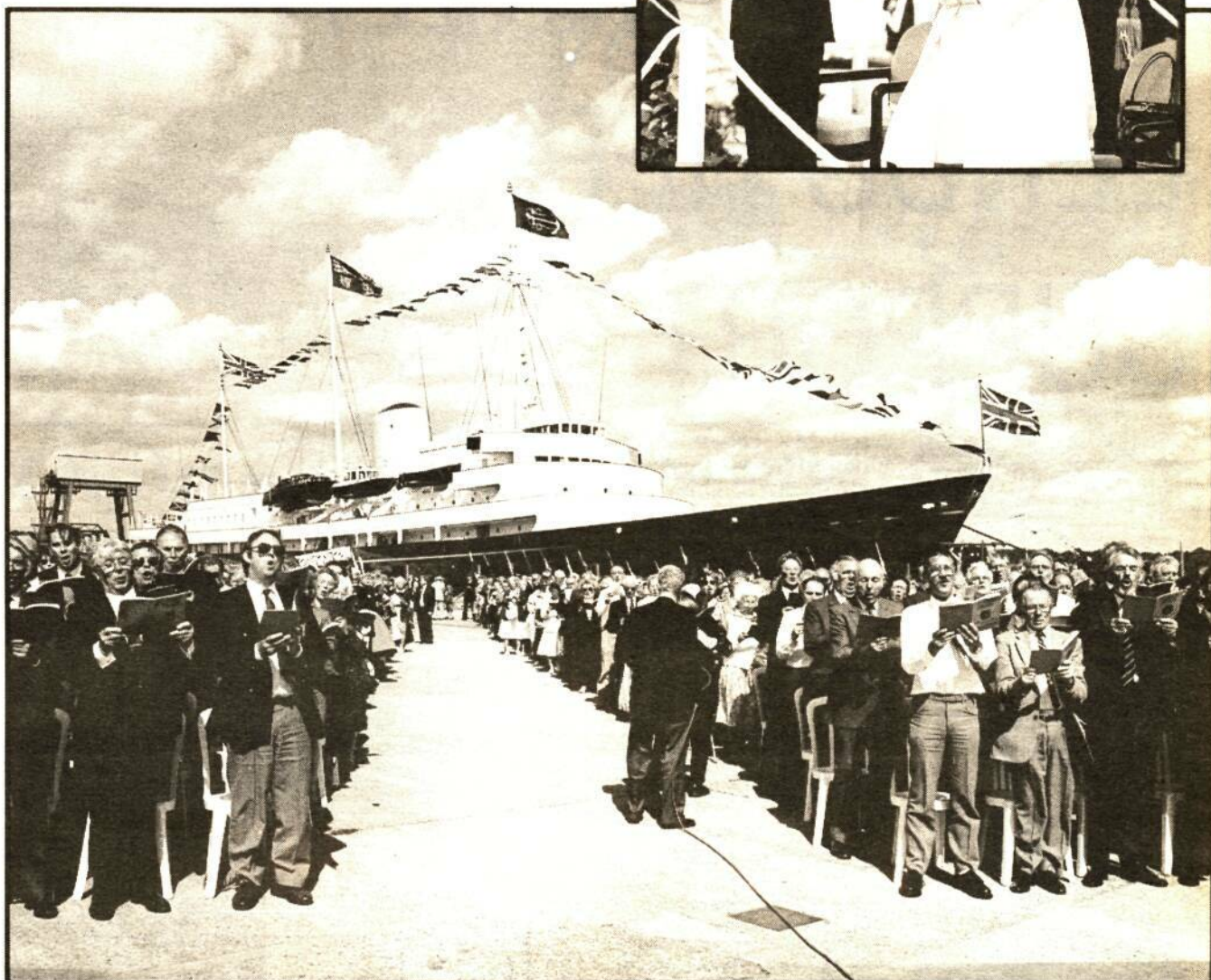
Over 30 ships of the Royal Navy, Royal Fleet Auxiliary and British Merchant Marine Fleet were present, together with a congregation of 2,500 supporters of the world's oldest Christian maritime charity. Director of Music was Captain David Cole RM.

Wet behind the ears

A steady downpour failed to dampen the spirits of 148 Young Officers who passed out of Britannia Royal Naval College — not even those of 20 midshipmen from foreign and Commonwealth navies who are used to sunnier summers.

Fifteen nations were represented on parade, the last under the command of Capt. Richard Hastilow who takes command of the carrier HMS Invincible this month.

The salute was taken by the Commander-in-Chief Fleet, Admiral Sir Hugo White.



THE ROYAL NAVAL BENEVOLENT SOCIETY

PATRON: HER MAJESTY THE QUEEN

Founded in 1739, The Royal Naval Benevolent Society provides financial assistance when in need to OFFICERS of the ROYAL NAVY and the ROYAL MARINES, and to their widows, children, mothers and sisters.

For over 250 years the Society has been caring for less fortunate officers and their dependants. The Welfare State has not covered the need for this help: in 1992 £92,000 was paid in grants to 80 applicants.

The Society's aim is to look after its members and their families; but officers who are qualified to join (but who are not members), and their dependants can also be helped but only to a limited extent.

Any commissioned RN or RM officer who has service on the active list is eligible to become a member by payment of £50 (payable in two instalments of £25) for life membership. For the benefits available this is remarkable value for money.

As a serving officer who gives thought to one's circumstances at the age of 92? Yet last year a Commander of 92 on retired pay of his time was helped by the Society. He found difficulty in climbing stairs and he could no longer use a bath. The Society provided him with a downstairs shower-room. Six months later help was given to his wife, who was two years younger than the Commander, so that she could remain mobile to do the shopping, etc.

Assistance is given to serving officers some whose family life is made more difficult with an invalid wife or an incapacitated child.

There are many cases, relating to young and older officers, some very distressing, which could be cited where the Society has helped to maintain for the beneficiaries some quality in their serving and retired life.

JOIN NOW

by writing to Commander Peter Moore, Secretary,
The Royal Naval Benevolent Society,
1 Fleet Street, London, EC4Y 1BD.

A very amicable trades union

JUST before the outbreak of war with Spain in 1739 — the war of Jenkins Ear — many Naval Captains were on half pay and hung around the Admiralty in Whitehall hoping to be given a ship.

Their "local" was Will's Coffee House in Scotland Yard — not then connected with the Constabulary — and here they formed a club, The Sea Club. They recorded their discussions in a minute book where the first entry read:

"The intent and meaning of the Sea Club is to maintain there Liberty's as Subjects, tho they be officers in the Navy, and to be Oblig'd to undergo no greater hardship from any motive than what is agreeable to the Marine Constitution; as in King Charles the Second's time & with regard always to ye Ld High Adml, Adml of the Fleet and all Flags — and at all times to have justis done them in all Greivences; by Application to the then Ld High Admirall; and to Parliament; For which they have instituted themselves into an Amicable Club to oppose all Illegal Innovagions . . . that may tend to deprive them of the Liberty other British Subjects enjoy."

They could have made no clearer statement of their intent and, even allowing for the English of the time (and possibly the spelling of the minute writer), no better summary of their wish for justice and that their profession should be safeguarded from unjust legislation.

The Club must have prospered because after the first year East India Bonds and surplus cash were deposited with Sir Frances Childs, whose bank, now part of the Royal Bank of Scotland continues to look after the finances of the RN Benevolent Society and provides office and other facilities at No. 1 Fleet Street.

The Sea Club, in 1746 had represented to the Admiralty that "A uniform or Marine Dress might hereafter be worn by the Sea Commission Officers, meaning Captns and Lieutns" and legend has it that George II, who had admired the blue and white costume of the Duchess of Bedford when she rode in Hyde Park, chose those colours for the uniform.

In 1776 the Sea Club was re-named The Amicable Navy Society and its membership extended to all officers; its aims were re-defined as "Affording relief to distressed officers of the Navy and to the widows, children, mothers and sisters of such Naval Officers as might be found deserving Objects."

Many great names of Naval history appear as members of the Society: Nelson, St Vincent, Rodney, Collingwood, Hyde-Parker, Gambier and Barham are those who perhaps are mostly widely known. At one stage Nelson withdrew his name in protest at a proposal not to grant

relief to widows and children of those who did not subscribe. The proposal was promptly withdrawn and Nelson renewed his membership.

William IV, who had spent his life in the Navy until he succeeded to the Throne, became a patron and every monarch since then has been a subscribing member.

The Society got its charter to become The Royal Naval Benevolent Society in 1838, when it applied so as to become eligible for a share in a trust for "the redemption of British Slaves in Turkey and Barbary" in which the RN had played a part. It did not get anything except its charter.

With the steady flow of subscriptions over some 250 years, some very generous donations and legacies and the help and advice of Child's Bank the RNBS now has assets of well over £2,000,000. In recent years it has paid something in the region of £90,000-£100,000 every year to members and their dependants as well as to non-members whose claims often outnumber those of the membership.

Membership has traditionally been based on a subscription of one day's pay for a junior Lieutenant, or ten times that sum for Life membership, (£1 or £10). Annual membership has now been discontinued as it is costly to administer even in terms of voluntary time. So keeping to the same principles Life Membership is now also related to a day's pay for a junior Lieutenant of £50.

There are 1,300 members but despite the continuing reductions in numbers on the Active List the Society can only survive with their support.

Although membership could well be regarded as a useful insurance policy for one's own family (and possibly oneself) this was never the real object, which had from the outset been 'all for one and one for all', both in battles with the Establishment and in the enduring effort to ensure that shipmates and friends in our Service, if they or their families fell on hard times, would at least get some measure of relief beyond diminishing State aid.

The origins of the Royal Naval Benevolent Society must make it the first ever effective Trade Union anywhere in the world and probably the only organisation to have inspired such a long and distinguished membership irrespective of birth or privilege but embracing all who held commissions in the Royal Navy or Royal Marines.

JACK

BY TUE



NN

Letters

NN

Highly charged question of status

EVER since the rate of "Artificer 1st Class" was changed to CPO Artificer many years ago I have watched with increasing concern the claims made to award their superiors, ie Charge Chief Artificers, greater status.

Many of us in the so-called "other branches" viewed this change of name philosophically but nevertheless continued to remind others of the distinction between "B13 Chiefs" (ie those in the "other branches" who are selected for promotion to Chief Petty Officer at Board level on merit) and CPO Artificers, who gain promotion by passing an examination and being recommended.

Hence the situation of many CPO Artificers in their early twenties, alongside B13 Chiefs who have done reasonably well to gain promotion in their late twenties/early thirties.

But we also recognised that only by gaining his Charge Chief status could an artificer reasonably claim to be on equal terms of experience with a B13 Chief.

Moral leadership

Indeed this is evidenced by many a hard-pressed First Lieutenant, tasked by his Captain to conduct a whole ship evolution, of whatever kind, realising only too well the team he needs to consult and rely upon to see the thing through successfully.

In terms of contributing towards whole ship managerial tasks and moral leadership the B13 Chief enjoys a status few CPO Artificers can reasonably hope to emulate until gaining the necessary experience and seniority and qualifying for Charge Chief status.

I only wish to highlight what I consider could be a potentially ill-advised decision that

likely stems from a system founded on "reward for technical excellence" — a concept from the 50s/60s that now appears outdated.

Not that technical excellence does not exist any more in the RN, but Trade Pay surely was the means that recognised this — not rank.

"Artificers 1st Class" received a psychological boost by becoming CPO Artificers. However I feel it is wrong and misleading for their Charge Chief superiors to attempt to take advantage of the situation by claiming some new status above that of "other branch" Chiefs. This would cause resentment and do harm to the morale of their "B13" counterparts.

Despite the increasingly hectic daily life in today's Royal Navy it is still a most rewarding one and I and most of my friends want to stay with the "firm" and believe we contribute positively whenever the occasion presents itself, as if often does, when acting as "middle managers" in the sea-going Fleet, whether the cause is sport, social or frequently, more serious matters.

I earnestly hope that the planned changes to the personnel structure of the Royal Navy for the 21st Century do not consider a change as outlined above which I believe would damage the morale of those who must be the backbone of the lower deck.

I would be interested to hear any other views on this subject — the most informed ones I believe would come from those who were part of the Royal Navy when the change of name from Artificer 1st Class to CPO Artificer took place and have subsequently witnessed the shifting tide of opinions since. — CPOWTR J. R. Fraser, CINCIBERLANT.

I see no ships

IN the television showing of this year's Royal Tournament — seen by 5m viewers — Nelson was shown (a) wearing an eyepatch (which he never did) and (b) over the wrong eye anyway.

'Nelson' ought to be keel-hauled — and I will happily volunteer to help pull the ropes. — Dr C. D. WALTHAM-WEEKS, Nelson Society & 1805 Club, Leatherhead.



Sailor King's sail boat

My husband, the late Capt. P.J.S. Hardinge, took this photograph of King George V's yacht Britannia at Cowes 60 years ago, when he was a Midshipman in the guard ship, HMS Rodney.

His journal records that the Prince of Wales flew down in a Sarb Amphibian and landed off the then Royal Yacht Victoria & Albert in time to get onboard before the race of August 2. Although she came in second, Britannia won on her time allowance. — Mrs E.B. Hardinge, Wickham, Hants.

● The Britannia was built in 1893 and was formerly owned by Edward VII. She competed against the famous J-Class yachts that saw the peak of yacht racing history in the inter-war years. On George V's order, after his death in 1936 she was sunk by the Royal Navy off the Isle of Wight — an act that symbolised the end of the Js' era, due to soaring costs of building and maintenance. — Ed.

Undies go under the microscope

AFTER nearly 26 years in the Royal Navy, both in the submarine world and general service, I thought I had seen and heard it all.

I was therefore somewhat taken aback when a young WREN MEM informed me that she had just received a one-off grant of £61 to buy ... wait for it — white underwear to wear under tropical uniform!

Surely if the RN no longer issues underwear to new entries nor allows it to be exchanged "one-for-one" then it is everyone's responsibility to provide their own. I have to, as do all my male colleagues.

What made this all the more galling was the said Wren announcing that she already had a "shed full" of white undies but the money would be well spent on a good run ashore in Abu Dhabi.

Isn't it about time the RN started practising what it preaches, ie sexual equality — it is supposed to work both ways!

Hopefully someone in the naval hierarchy will answer this with some justification for giving this grant. — CPO-MEA(ML) J. Aitchison, HMS Cornwall.

Director of Naval Service Conditions replies:

"We are carrying out a full review of all clothing and cash grants like this one are very much under the microscope.

"There is a grant of £61.90 paid on the first occasion of being issued with tropical uniform. It is intended to be used for the purchase of sandals (since female sandals are not available under one-for-one); "footlets" to be worn under white tropical shoes; and three petticoats intended for wear under white tropical dresses.

"I have no doubt that your correspondent's Wren MEM seldom wears a white tropical dress — but he should not lose sight of the fact that that remains the official tropical rig in BR 81. Although other white rigs (with trousers) have been and will be tried in the Fleet, none has yet been accepted by the Admiralty Board.

"We will therefore continue to pay the cash grant until the new rig is accepted for service.

"It is worth noting that the same approach by the 'naval hierarchy' resulted in Kit Up-keep Allowance being paid to all ratings right up to the day before one-for-one — despite the fact that Slop Room sales were likely to decline drastically. I don't suppose your correspondent objected to that!"

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Seniors' service challenge

BEFORE we de-commission at the end of the year the Senior Rates Mess of HMS Jersey would like to throw down a challenge to all messes.

Otherwise known as the after Stokers Mess, ours consists of seven members with a total of 151 years' naval service.

It consists of the Coxswain, George Pearson (branch changed from LMEM(M) with 27 years' service); CMEA Ian Arundel (21 years); the MEO, CCMEA Bob Daglish (20 years); POMEM(M) Gary Kirk (19 years); and the Mess junior, POMEM(L) Jim Webster (19 years).

This is an average of over 21 years and five months. Can any mess beat that?

If not, can any mess pick any seven members to beat this average with two limiting rules — there must only be one person on extended service (we have the Coxswain) and you must include the mess junior. — POWEM(R) R. Barton, HMS Jersey.

Flowers open up

I CERTAINLY agree with S/M Wines (July issue) when he reminds us that the Royal Naval Patrol Service played a full part in the early days of the Battle of the Atlantic, before the 'Flower' Class corvettes appeared in any numbers.

I have a copy of the Admiralty Red List for 22 Sept 1940, which names 72 ocean-going vessels of the Belfast A/S Trawler Force, all RNPS manned, of which 20 were lost. I was First Lieutenant of HMT Cape Argona. — G. H. Dormer, Dittisham, Dartmouth.

THANKS to the RN Museum at Portsmouth for inviting us Flower Class Corvette Veterans to the opening of their Flowers of the Sea exhibition and the later private viewing.

Portsmouth must be proud of this fine museum with five galleries that must be one of the most interesting in the UK. — R. F. James, ex HMS Snapdragon, Southampton.

NN Navy News

No. 470 40th year

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Housing at a discount

COMPLETE details of the MoD scheme for the sale of surplus married quarters at discounted prices to Service personnel have been republished.

The scheme is designed to enable married and single personnel over the age of 25 (male and female) of the Regular Armed Forces to buy one surplus married quarter at the current market price less a discount of 30%.

Existing home-owners, however, are not eligible for the scheme — nor is anyone who has (or whose spouse has) owned or part-owned a property within the previous three years of application.

Although 30% discount is the general rule, if an MQ up for sale has been built or improved within the past eight years (five years in Scotland) then the purchase price will not be less than the original cost of the house, or improvements.

If you have your eye on a particularly lavish MQ you should also be aware that the maximum possible discount is £50,000!

Properties are sold freehold, but if a purchaser resells his ex-MQ within five years of buying it then any profit made on the sale must be repaid, in full, to MoD.

The Joint Services Housing Advice Office (MQ Sales Office) distribute details of properties up for sale to all Service units, worldwide.

Their notices include particulars of the MQ, its current market value and the price at which it is offered for sale, which Service is disposing of the quarter, viewing arrangements and closing date for application.

To apply to buy, application is then made, through unit administrative staff, on MoD Form 920.

The method of selecting a successful buyer from the list of applicants is based on which Service owns the MQ and the time served by the applicant.

The first priority goes to applicants from the Service disposing of the quarter — so Navy applicants seeking ex-Army or RAF houses, which make up the majority of properties available, can only expect success if there are no rival applicants. They will, of course, have the advantage when bidding for ex-Navy MQs.

Selection is thereafter based on length of service, regardless of sex or rank, the property going to the applicant with most time in, with those made redundant having their seniority enhanced by up to five years.

Complete regulations for this Scheme are complex, and anyone seriously interested in buying property this way should carefully read the complete DCI.

DCI JS 54/93



"She wants a mobile home — thinks I should bid for a surplus warship!"

Get Wise on DCIs

Changing branches no longer so easy

OPPORTUNITIES for ratings to transfer into other branches have generally become reduced as a result of recent organisational changes within the RN.

Entry to the ETS, Tels and WA branches has now ceased.

No further transfers will be made into the current Ops and WEM sub-branches, nor into the Warfare branch, other than cross-trainees from Ops and WEM sub-branches and, for the time being, there will be no transfers out of the Warfare branch.

Sporting liability

ALL members of the Voluntary Sports Subscription Scheme (VSSS) are insured in the event of injury sustained while taking part in organised sport, the main benefits being £2,000 (payable to next of kin) in the event of death occurring within two years of the event and £50,000 for permanent total disablement, loss of limb(s), sight, speech or hearing.

Recent additional coverage indemnifies any VSSS member, for up to £500,000, in respect of legal liability to a third party occurring during sport.

DCI RN 142/93

Transfers out of the following underborne branches will only be given in exceptional circumstances — EN(G), MA, MA(SM), NA(AC) and NA(AH).

The following branches remain open for sideways entry transfer for male or female ratings — Aircrewman, Med tech, PT & R, NA(AC). Branches open for men only are Diver and Coxswain.

Clearance for transfer into the following sub-branches may still be given, but is subject to continued review — MEM(L), CK, WTR, MA, MA(Q), and, for men only, WTR(SM), SA(SM), MA(SM), STD(SM).

All other branches are closed to branch transfers.

DCI RN 152/93

End of Oracle

THE submarine HMS Oracle is being prepared for disposal: related correspondence should now be addressed to Captain(SM), First Submarine Sqn, HMS Dolphin, Gosport, Hants., PO12 2AB.

DCI RN 141/93



Upping the standard

BECAUSE of the high standards in oral and written communication skills now required by the present-day Regulating Branch, academic requirements for ratings wishing to transfer are to be raised.

From 1 Apr 1994, NAMET level required will be 3:3 in place of the present 5:5.

DCI RN 153/93

Manadon's 1,922 m.p.g.

ROYAL Navy's Engineering College Manadon has won a Shell Achievement Award for its entry in this year's Shell Mileage Marathon, achieving a staggering fuel consumption figure for their car of 1,992 miles per gallon.

Picture: Caters Photographic

The 59 c.c. vehicle was fitted with a new body and chassis by students as part of a project to enter the contest, in which cars travelled around a ten-mile circuit at a minimum speed of 15 m.p.h.



Picture: The team manager, Lieut.-Cdr. Chris Barnes (left) supervising the fuelling-up.

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College builds on experience

ENJOYING some "special duties" of a different kind are members of the SD Course at Britannia Royal

Naval College.

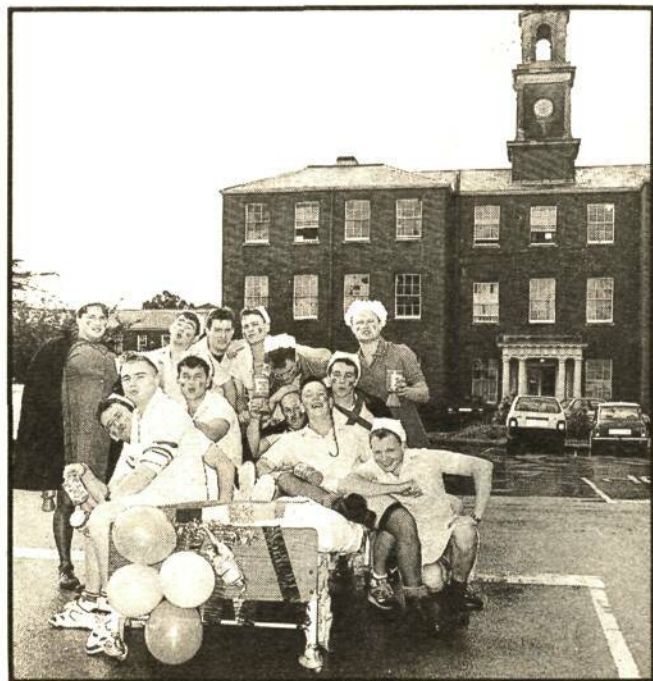
After taking part in a sponsored marathon to raise money for a new hut for the

Dartmouth Scouts they got stuck in and erected the hut at the permanent site off Victoria Road, in Dartmouth, replacing the previous shed which had been destroyed by vandals.

The hut was of standard "off the peg" construction which was then modified on site to accommodate the stone fireplace and chimney.

Once the hard work was over a barbecue was held for the Scouts and Cubs. The evening was then rounded off with a series of games organised by the course and which involved considerable noise and much running about!

Blanket coverage in Collingwood



LOOKING more like casualties than nurses are a group of submariners on course at HMS Collingwood. They took part in a sponsored bed-push from Knowle Hospital, in Wickham, to the market place in Fareham town centre raising money for the elderly patients ward.



Helping Hands



Tireless pursuit of raft race honours

LED by Sub.-Lieut. Matt Dennis, four keen volunteers from HMS Tireless decided to try life on the surface when they entered the 11th annual Rugby Raft Race in the submarine's affiliated town.

Dazzled by the unfamiliar sunlight the team dominated last position in almost all the races and raised £120 for local charities! □ □ □

This year's support of a local charity by the **Whale Island Supply Department** involved fund-raising and assistance in the renovation of Portsmouth Victim Support Scheme's new headquarters. The small team of Writers and Stores Accountants, led by CPOWSA Lynn Harper, presented a cheque for £105.52 to chairman Graham Parr, money which was raised by entering a charity obstacle course run at Whale Island. □ □ □

During HMS Talent's last deployment her crew raised £200 through their laundry services, for the RN Handicapped Children's Pilgrimage Trust. □ □ □

Mess members of the Joint Service Provost Mess, Gibraltar have raised £1,000 through charity events towards the sponsorship of a guide dog for the blind. □ □ □

After receiving a plea from the senior physiotherapist at Woodlands School, Plymouth, the Shipwrights Store at HMS Raleigh made wooden shapes and blocks which will help the children improve their dexterity. □ □ □

A strawberry tea and Field Gun display at HMS Drake raised £300 for the Mount Wise Children's Trust.

STEP ON IT

EXPECT the earth to move at HMS Temeraire on Sunday September 26 when local Step enthusiasts take part in the first nationwide Step Reebok Day in aid of BREAKTHROUGH Breast Cancer, a charity working to find a cure for the disease.

Step instructor POPT Vic Jones is hoping to raise over £1,000 towards the event and is looking for more "steppers" — male or female, novice or experienced — to join him on the big day.

If you would like to take part in this worthwhile event contact your own PT office or phone POPT Vic Jones direct at HMS Temeraire ext. 23974.

The **Devonport Field Gun Crew** and Plymouth Superbowl took part in a sponsored bowling match and raised £500 for charity. The gunners are attempting to raise £4,500 towards their 1993 chosen charity, the RN Handicapped Children's Pilgrimage Trust. The money will ensure 12 local children will be able to make a pilgrimage to Lourdes. □ □ □

Plymouth MOD Police have

been raising money for one of their colleagues, Constable Kenny Johnson, who is suffering from Motor Neurone Disease and who will shortly be retiring on health grounds. Sgt. Noel Ring, the Senior Police Officer at HMS Raleigh made the ultimate sacrifice and raised £50 by shaving his 17-year-old beard off.

POs from HMS Collingwood raised £300 for the Children's Unit at RNH Haslar through collections in their Mess. The unit helps children with special needs and is attended by Elizabeth Lapsley, daughter of PO Jim Lapsley.

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INVINCIBLE GOES UNDER THE HAMMER



THE Portsmouth-based aircraft carrier HMS Invincible helped to raise £1,200 for The Variety Club Children's Charity by donating a prize for auction at the club's annual dinner and ball.

Robin and Maryjane Pugsley, pictured with Capt. Fabian Malbon, Invincible's commanding officer, made the highest bid and, along with their son Robert and his friend Goblet D'Alviella, were thrilled to be given a chance to look around one of the Navy's most famous warships.

HELPING HANDS ROUND-UP

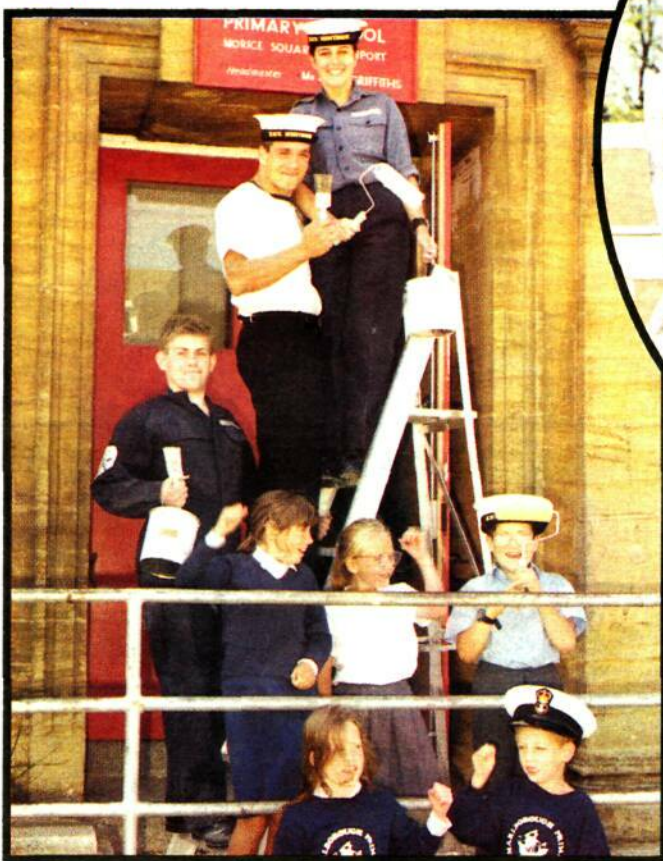


● Above: Two lucky patients from Freedom Fields Hospital try to match the munching might of Devonport Field Gunners Smudge Smithies, Paddy Carbury and Kev Johnson — the Gunners donated their annual commissioning cake to the hospital.

● Right: Anchors away for members of 64 Basic Observers Course at 750 NAS, Culdrose, as they help Falmouth Maritime Museum with a clear-up operation.

● Below: WREN Judy Reynish, LS Ned Taylor and AB Jason Price, from HMS Montrose, brush up on their decorating skills at Marlborough St. Primary School, in Morice Sq., Devonport.

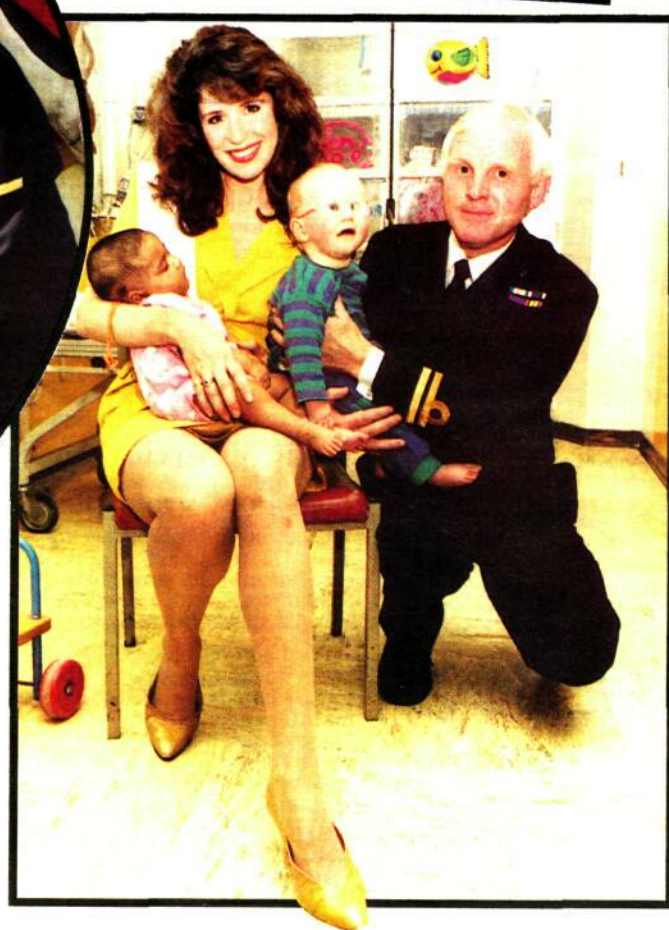
● Centre: At a presentation ceremony at Fleet HQ, Northwood, Anne Thair, accompanied by her guide dog Yvonne, accepts a cheque for £1,000 on behalf of the Guide Dogs for the Blind Association from LWRENWTR Tracey Barber.



● Right: Didn't she do well? ... TV personality Rosemarie Ford is pictured with Lieut. Jan Rowles, from HMS Intrepid, during a visit to Great Ormond Street Hospital. The ship has adopted Churchill Ward and Rosemarie was there to accept a cheque for £2,000.

● Below left: RS Malcolm Haddon, from HMS Andromeda, had a close shave during the ship's Shave-a-thon and raised £95.07 for the Paul Gorman Foundation for Children with Leukaemia. Also pictured are MEM(M)1 Sticky Wood, Lieut. Jim Hampton USN and MEM(L)1 Kenny Cameron.

● Below right: A team of runners from RNC Greenwich present a cheque for £2,450 to the Christchurch Forum after successfully completing this year's London Marathon.





Photographs — Above: Last chance. Officer cadets, embarked in HMS Amazon for eight weeks of sea experience in a Type 21. Left — HMS Amazon, heading back to Plymouth.

Pictures by LA(Phot) Graham Meggitt

Sun sets on the Amazons

IT is now nearly 20 years ago that HMS Amazon, lead ship of the Type 21 class frigates, was first commissioned. In the intervening years she and her sister-ships have served the Royal Navy well, all over the globe, in peacetime and in war.

Now, the six remaining ships of the eight-ship class (two Type-21s, Ardent and Antelope, were lost during the Falklands War) are being sold to the Pakistan Navy.

Despite their seniority in terms of age, the Type-21s, have been kept as busy in recent years as they ever have been, particularly on West Indies and Falklands Guardship duties with the Fourth Frigate Squadron, home-based at Devonport.

Global

HMS Amazon's Royal Navy career is typical of her class — she has deployed four times to the South Atlantic, twice to the West Indies, served in the Mediterranean, the Gulf and the Far East, carried out a Global deployment and served on Armilla Patrol.

Her final three months of running have seen her carrying out Initial Sea Training for Young Officers (the first time in a Type-21), visits to North Tyneside, London and Aarhus in Denmark. While in the Port of London, a Paying Off Dinner was held on board, with Guest of Honour Princess Anne, the Princess Royal, who launched Amazon in 1971, with all 12 of Amazon's Commanding Officers in attendance.

Now, untypically, HMS Amazon lies alongside at Devonport, unoperational — but not for long. At the end of this month she will be embarking on a new career when she is handed over to the Pakistan Navy.

Falklands

HMS Arrow has just completed her fifth tour of duty as the Falklands Guardship, the last of the Type-21s to carry out this duty.

Her four-month deployment took her to Dakar, on Africa's west coast, Salvador in Brazil and the Uruguayan capital, Montevideo, on her outward passage, with two months on station, maintaining the British maritime presence in the South Atlantic.

In the Falklands area she visited the outlying island settlements, including San Carlos, where her ship's company and many of the islanders attended a remembrance service, with wreaths laid in memory of those lost in Arrow's two sister-ships, Ardent and Antelope, by ex-members of those two ships.

Following a rough passage to South Georgia to exchange the island detachment Arrow headed back north, with an exciting four-day stop at Rio de Janeiro.

Final port-of-call on the way home was to Lanzarote, in the Canary Islands, for a seven-day maintenance period, when many of the ship's company's wives and girlfriends flew out to enjoy an early reunion and a week of fun in the sun.

HMS Arrow is remaining in service until the beginning of next year and over the August Bank Holiday Weekend she was making her final visit to her adopted city of Sunderland, before resuming further operational duties.

West Indies

During HMS Alacrity's last deployment, as West Indies Guardship, she hosted two MPs, members of the Armed Forces Parliamentary Scheme and on her return to UK LCK Andy Wiles, winner of the MP's raffle prize, took a party from the ship for a full tour of the Houses of Parliament, culminating in a beer at the terrace bar.

Fund-raising activities in the West Indies included flight-deck horseracing inter-mess games, tombola and LS Nobby Clark's barber service. The resulting £1,000 was presented to Alacrity's affiliated charity, Greenacres Special School at Winchester, when a team from the ship dropped in with the ship's flight Lynx helicopter. The school cares for children

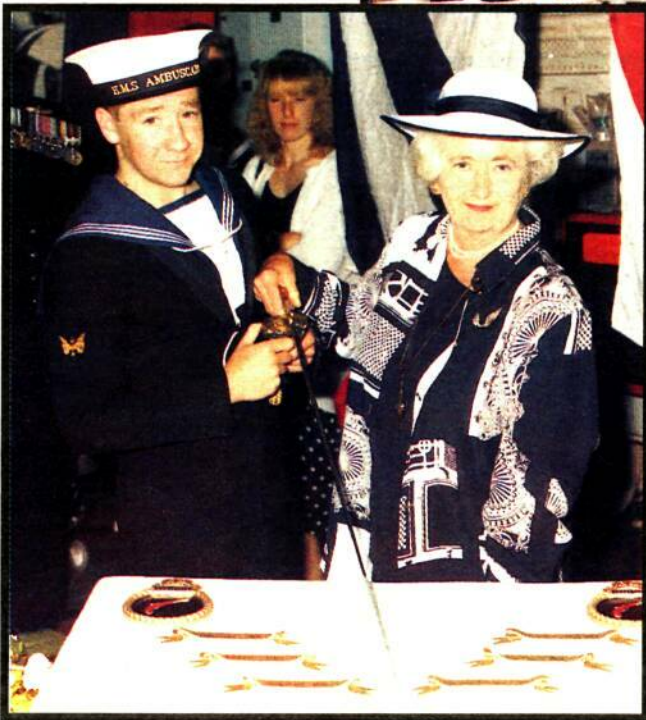
with learning and physical disabilities and is planning to build an adventure playground for wheelchair users.

Russia

HMS Avenger is also into good works, when she visits the Russian Black Sea port of Novorossiysk early this month.

The Russian city, celebrating the 50th anniversary of its liberation from German occupying forces, is twinned with Avenger's homebase port, the City of Plymouth, where an appeal has been made by the Lord Mayor for donations of children's clothes and toys.

Avenger will take these much-needed goodwill gifts, along with medical supplies and equipment, to be presented to the hospital and children's home at Novorossiysk.



HMS AMBUSCADE was the first of the six Type-21 frigates to be transferred to the Pakistan Navy, when a decommissioning and handover ceremony took place at Devonport.

Flag Officer Plymouth, Vice Admiral Sir Roy Newman, in his decommissioning address, stated "The day marks a very important, if sad, day in Ambuscade's life with the Royal Navy. But the old must be replaced with the new and modern Type-23s continue to arrive at Devonport from the builders. The latest — HMS Montrose — is due to arrive at Devonport in September and another, HMS Monmouth, will be commissioned into the Royal Navy the same month."

After the final lowering of the White Ensign the Pakistan Navy

carried out their own official ceremony, re-naming their new ship PNS Tariq.

The Pakistan Navy is buying the frigates to replace eight ships which they had on lease from the United States, but which are now being recalled following the US ban on economic and military aid to Pakistan.

The six Type-21s are more modern and better-equipped than the ageing leased ships and it is expected that they could remain operational with the Pakistan Navy for at least another 20 years.

Photographs. Left: Final cut. RO Ian Watson and Lady Rosemary Griffin, who launched Ambuscade, cut the de-commissioning cake. Above: STD Warren Strickland symbolically passes the Ambuscade tally to with a sailor of the Pakistan Navy as the ship is handed over at Devonport.

Pictures by LA(Phot) Ian Goodban

RENDEZVOUS FOR ARK ROYAL AND INVINCIBLE

It's good to see you!



After seven months leading the Royal Navy's Adriatic Task Group, HMS Ark Royal finally headed home as her sister-ship HMS Invincible arrived to take over from her.



Pictures by LA(Phot) Steve Saywell

Remembering the old Ark

ON her way home through the Mediterranean, HMS Ark Royal passed over the spot where the wreck of the third Ark Royal, torpedoed by a U-boat in 1941, lay on the sea-bed.

In memory of her predecessor, Ark's Commanding Officer, Capt. Terry Loughran, cast a wreath into the sea at the spot where she went down.

The Second World War Ark Royal had seen plenty of action, including the Norwegian, Sardinian, Bismarck and Malta Convoy campaigns and was claimed sunk by the Germans on several occasions before she finally met her end.



NO SOONER had HMS Invincible arrived when she hosted two VIP visits, first by the Chief of the General Staff, General Sir Peter Inge, and then Malcolm Rifkind, Secretary of State for Defence, who addressed the ship's company, stressing the important role they were playing in the region.

Invincible's Sea Harrier squadron, 800 NAS, took on loan one of Ark's aircraft, bringing their strength up to seven. The extra Sea Harrier is required because of the requirements of Operation Deny Flight and 800 Sqn's aircrews are already undertaking training and familiarisation flights over Bosnia in preparation for any operational role they may be called upon to fulfill.

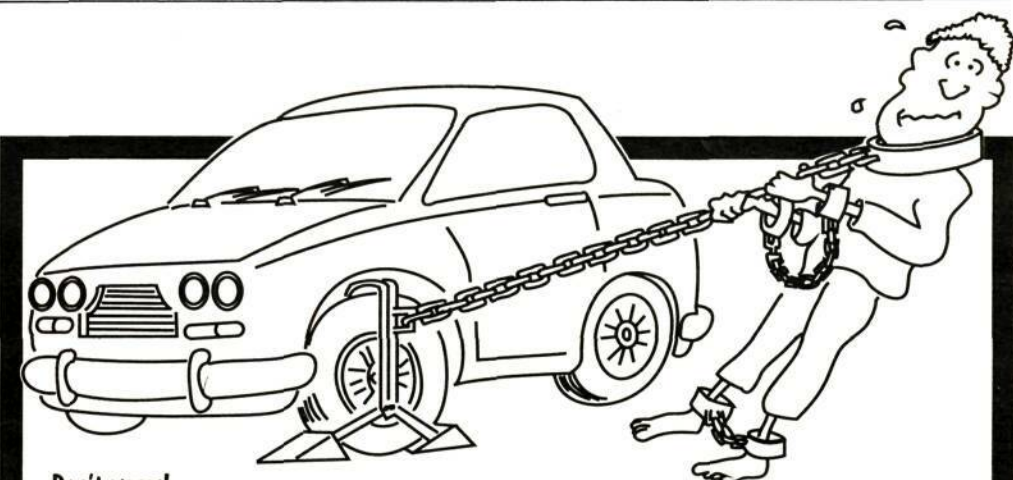
Photo:
LA(Phot)
Wilkie
Wilkinson



Picture above
A welcome on the hillsides. Gwyn and Gareth were among the happy crowds of families and friends at the dockside to greet HMS Ark Royal as she returned from her seven month deployment in the Adriatic.

Photos:
Above — Ark's crew crowd the flight-deck to greet Invincible

Right — Farewell concert. The traditional "Sods Opera" performed in the hangar to celebrate the end of the Adriatic deployment.



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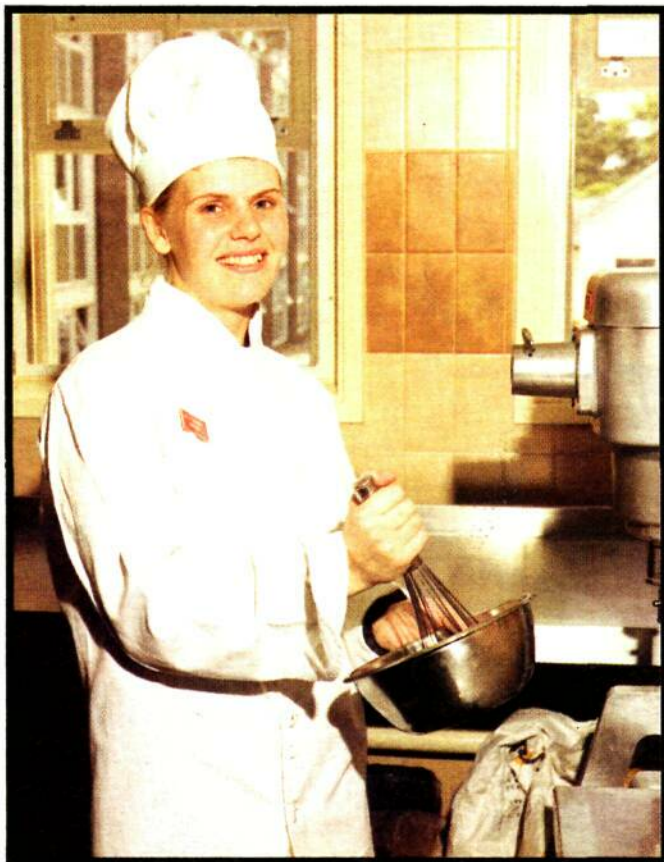
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People in the News



Tracey beats the rest

WREN Cook Tracey Harris has the recipe for success, as she demonstrated by carrying off the Cook Trainee of the Year award at HMS Dryad.

By achieving the best result during the accountancy phase of her Part Three training, Tracey secured herself the Darryl Cope Memorial Award.

This silver salver, donated by Darryl's parents in memory of their son, a Royal Navy Caterer who died in HMS Sheffield in the Falklands War, is presented annually.

Tracey received the award from Capt. Peter Franklyn, Captain of HMS Dryad, watched by her parents and Mrs Marjory Cope.

NAMED the Timbershifters (from their favourite game of Uckers), a quartet of musicians from HMS Cumberland are in hot demand in the West Indies, where the ship is deployed. POSTD Phil Jester Hill (bass guitar and vocals), POWEA Cool-Hand-Luke Archer (rhythm guitar and vocals), POAEM Chris Fingers Heaps (lead guitar) and CCWEA Billy Bongo Dale (drums), have scored gigs in Anguilla, Antigua, Totola and Nassau. Now Tampa here they come!!

FIRING LINE-UP

HMS Norfolk's Gunnery Department — pictured right in its entirety — is believed to be the only all Senior Rate Missile Division in the Fleet.

Left to right are Acting PO(M) Steve Warwick, PO(M) Darren Shenton, CHOPS(M) Michael Pooley, Lieut.-Cdr. Giles Hatch, the Gunnery Officer, and Acting PO(M) Pete Hone.

Pete and Steve, who both joined the Norfolk three years ago as Leading Seamen, will carry out their qualifying courses at HMS Dryad.

Team members also stick together on the sporting field, where the two newly-promoted Petty Officers further support their Divisional Officer (the hooker) as prop forwards.



BURRIDGE BROS

BROTHERS LSEA(MW) Gary BurrIDGE and SEA(MW) Danny BurrIDGE are currently serving together in HMS Cottesmore. Gary, the ship's Buffer, insists that there is no family favouritism when it comes to allocating work!

The Cottesmore has now completed Basic Operational Sea Training and joined the Group 13 On-Call Mine Countermeasures Forces. She is preparing for a deployment to the Mediterranean in the autumn.

RISE OF THE USHER ...

MR Peter Usher, chairman of engineering group Vosper Thornycroft, has taken over as President of the Royal Institution of Naval Architects.

Having begun his career as a shipwright apprentice in 1942, Mr Usher trained as a naval architect with the Royal Corps of Naval Constructors at the Royal Naval College, Greenwich. He spent a period at sea before appointments at Bath and Chatham Dockyard, and in 1960 joined HMS Dolphin as Constructor Commander on the staff of Flag Officer Submarines.

Four years later he took over as Naval Constructor Overseer at Messrs John Brown and Yarrow, while his career with Vosper Thornycroft began in 1966.



Cambridge fellow

HAVING completed almost 50 years service, Lieut.-Cdr. Peter Copley has retired from the Royal Navy. His Senior Service links date back to his days as a Sea Cadet in Blackpool, before he joined up as a Boy Seaman in 1944.

Peter served in the battleship King George V in the British Pacific Fleet and in 1951 became a Gunnery



Instructor. He was commissioned in 1958.

He served in a number of Devonport-based ships, on the staff of Flag Officer Plymouth and at MOD. Most of his shore time was spent at the Naval Gunnery School, HMS Cambridge, where he progressed to Head of Training.

Since retiring from the active list a decade ago, Peter has remained at Cambridge as a uniformed Retired Officer in the training department.

Picture: LA(Phot) Graham Meggitt

Americans to the rescue!



LIEUT. Pete Troedsson (left), the United States Coast Guard pilot on exchange with 771 Search and Rescue Squadron at RN air station Culdrose, is shown handing over to his replacement, Lieut. T. C. Getsy.

During his two years in Cornwall, Pete has made many friends. Highlights of his stint "over here" include the birth of a baby in the cabin of his Sea King during a medical evacuation from the Isles of Scilly to Treliske Hospital and a particularly demanding rescue of a pilot of a crash-landed Tiger Moth biplane on Davidstow Moor in zero visibility and

driving wind and rain.

Off to Port Angelis, Washington State, for his next appointment, Pete will be flying the HH65 Dolphin helicopter in the SAR mission, but with a greater maritime protection element than that of 771, including fishery and environmental protection.

Picture: LA(Phot) Paul Smith

— Leaving the Service —

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People in the News



Top of their class

GRADUATION day for No. 261 Joint Air Traffic Control Course saw Lieut. Peter Gardiner (RNAS Yeovilton) being presented with the Bunting Trophy by Group Capt. Peter Gooding, Group Captain Flying Training.



Lieut. Peter Gardiner

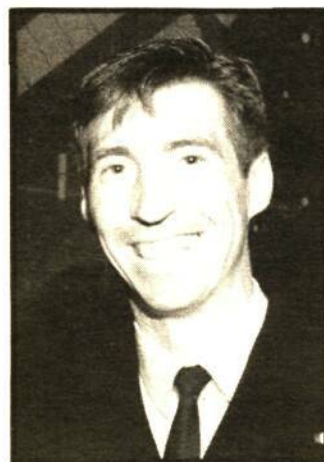
The prize goes to the student achieving the best practical performance during advanced air traffic control training at the Central ATC School, RAF Shawbury.

BACK to School of Maritime Operations, HMS Dryad, went Lieut. Adrian Baker and Sub-Lieut. John Gold ... not for revision, but for prize day. They collected the coveted X Course — formerly Officer of the Watch Course — awards for 1992.



Lieut. Adrian Baker

Adrian was awarded the Carl Zeiss Prize Binoculars by Mr John Cockerill, MD of Carl Zeiss (Oberkochen) Ltd, for achieving the highest overall score on X Course.



Lieut. John Gold

While John was presented with the Admiral Sir Richard Clayton Memorial Sword by Mr Roy Gardner, MD of GEC-Marconi Ltd (sponsors of the prize) for achieving the best aggregate performance at Britannia and Greenwich Royal Naval Colleges and on X Course.

Thank-ewe and goodbye



FLOSSIE, the Jacob's ewe, and two lambs, were the perfect leaving present for Capt. James Burnell-Nugent as he departed HMS Brilliant to take over as Assistant Director of Naval Plans.

In their spare time, James and his wife, Mary, who is Medical Director of St Luke's Hospice in Plymouth, look after a small farm, home to five horses and a flock of pedigree sheep.

Left: Smock it to you — AB(M) Dave Bridle plays shepherd to Capt. Burnell-Nugent's flock.

BLAST FROM THE PAST!

BACK in 1960 as the White Ensign was hauled down for the final time on board HMS Vanguard, the Royal Navy's last battleship, a 16-year-old Royal Marine sounded the Sunset bugle call.

He was Junior Bugler Robert Scollick, who said at the time, "It was a great honour I shall remember right through my career."

More than three decades later, Robert had good reason to relive the memory. His son, Bug. Graham Scollick, a drummer/bugler with FOSNI Royal Marines Band, played his part in sounding the welcome for the new HMS Vanguard, when she commissioned at Faslane last month.

PWO PRIZE

As 1992's top Principal Warfare Officer student, Lieut. John King (HMS Alacrity) was presented with the Wilkinson Sword of Honour by Rear Admiral Jeremy Blackham, Chief of Staff to CINCPACVHOME.



SPORTS PAGE



A COMMENDATION from Flag Officer Plymouth underlined CPOPT Martin Le Page's part in the 50th anniversary celebrations of the Battle of the Atlantic. Martin organised sport and recreation for the 40 visiting ships of 19 nations during the celebratory week in Liverpool. His programme included Fleet soccer, golf and sailing events, an 8k Western Approaches beach run and fixtures against local sides.

Deakin's best of the Lott...

A HIGHLY successful families day on board the Type 21 frigate HMS Ambuscade took place in glorious sunshine.

It marked her final day at sea before becoming the first RN all-gas-turbine powered ship to reduce to non-operational status.

The day provided an excellent opportunity for the Commanding Officer, Cdr. Steve Kirby, to present the 1992 Commander United Kingdom Task Group Herbert Lott Award to STD Jason Deakin (pictured above right).

Falklands

The award, an engraved decanter and glasses, marks Jason's outstanding contributions to the Ambuscade's Falklands deployment. During this period he was instrumental in raising over £1,000 for CLIC (Cancer and Leukaemia in Children) and also kept the ship's company in trim — as the frigate's resident barber.



Height of efficiency

FOR HIS "outstanding efficiency in the Fishery Protection Squadron during 1992" CPO(MW) Pawl Stockley has been presented with an engraved tankard.

As if to emphasize Pawl's high standards, the presentation took place at the top of the north-west tower of the Forth Road Bridge. Capt. Laurie Hopkins, Captain of the Rosyth-based Fishery Protection Squadron, made the award.

Captain's staff, joined the Royal Navy in 1977. In 1991 he became the only non-commissioned officer to qualify as a British Sea Fisheries Officer with the Ministry of Agriculture, Fisheries and Food, which permits him to board, and if necessary detain, fishing vessels operating in UK waters.

Pawl, a member of the



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— the First Sea
Lord talks to
Navy News

AS he took over the Senior Service's top job, First Sea Lord Admiral Sir Benjamin Bathurst prepared to make one of the most controversial cuts since the axe fell on the Royal Navy's fixed wing carrier capability nearly 20 years ago — to do away with the new Upholder Class submarines just as the last of them was delivered.

In an exclusive interview with *Navy News*, he explains the rationale behind it — and why the Submarine Service is still one of the Navy's foremost instruments of power projection worldwide, part of the most up-to-date Fleet the United Kingdom has possessed for almost a century:

"It was one of the most difficult judgements for any Board to have made. But we were absolutely convinced that, given the overall problems with which we were faced, it was right to consolidate around an all-nuclear force so we could preserve the balance across the whole of the Fleet.

"Let us be under no illusions, though, that we are faced with paying off four of the best conventional submarines that have ever been designed.

"The other thing I am particularly conscious of is that a lot of people have spent the past four or five years standing by them and bringing them into service — and now they won't be able to see the full fruits of their labour.

"It is obviously extremely disappointing for them to find this happening after they have all put their backs into a task — and we realise that.

"It hasn't all been wasted time, however — the Upholders are in many respects Trafalgar Class nuclear submarines, employing most of the same systems, except that they have diesel electric propulsion. Many of their people will therefore comfortably be able to transfer to the nuclear SSN force, though some who have spent all their working lives in diesel boats will now decide it is time to leave.

"As far as the use of the Upholders in the strategic situation is concerned, we must remember that they were specifically designed to complement the nuclear boats in the Greenland/Iceland/UK gap — and that although they can operate in all parts of the globe, they were very much targeted to that role.

"The key to the future is going to be getting to a trouble spot quickly — and there the SSN has got a unique advantage. It really is the most deployable of all our assets — it is self-sustaining and it's got limitless endurance compared with every other sort of naval platform and that is what we must capitalise on."

HMS Triumph, now returned from a long solo deployment to the Gulf, the Indian Ocean and Australia, had illustrated this potential — hitherto hardly realised thanks to the narrow preoccupations of the Cold War.

Prime role

"What Triumph has demonstrated so clearly is that we can operate a boat at considerable range, carrying most of its support on board. It had a maintenance period — mostly man-maintenance — in Australia and I suspect they did top up with food and a few other things there! — but you can keep an SSN going for an awfully long time without calling on any base or even afloat support and that is the theory that Triumph has put into practice."

This did not mean that the Royal Navy's former prime role in support of the United States Navy Strike fleet would be set aside, however — if anything, it had been given a wider application.

"Strike fleet units now deploy to other places so the tech-

niques and procedures we have developed over the years in this close relationship can be applied in other parts of the world.

"It all comes down to power projection. We are looking into whether the UK should be equipped with some form of stand-off missile — which was one of the lessons of the Gulf War, where the capabilities of the Tomahawk missile were graphically demonstrated.

"We haven't completed the studies yet — but this is an area where the SSN really comes into its own and it is not a terribly expensive business to convert an SSN to carry cruise missiles that can be discharged through the torpedo tubes.

"In any case, a nuclear submarine can power project by its presence alone — as we saw in 1977 when one was deployed in the Falklands."

The question remained, however, whether the Navy could maintain its current high level of commitments.

"There is always going to be a requirement to do slightly more than you've got the assets for — and that is something the Navy always seems to have lived with.

Tight pressure

"The real problem is — how do we manage the programme against the very tight pressure on our resources? Whereas in the old days, if a frigate fell over as it was about to go off on a directed task — or any other task for that matter — you could probably fill the gap by altering just one other ship's programme and the effect would stop there.

Now, there is the strong likelihood of a domino effect — up to five ships may well be involved. We have just got to live with this and manage it as best we can with least disruption to the Fleet and its people.

"We are obviously having to cut back on some exercises because of the operations in the Adriatic — but our main job is operations and we've probably got more ships involved in operations right now than we've had for many years, and that's what the Navy's for.

"You do build up military capability that way — but at the same time we must be careful that we don't let some of the other skills die just because they aren't in the primary focus of the concerns of the moment.

"Maintaining the balance between exercises and operations has given the C-in-C Fleet a difficult juggling act to perform just lately — but it means the Navy is giving tremendous value for money as a result, though I fully recognise the pressure on our people.

"He and I are looking at different ways of discharging commitments — for some of them, if a ship can be at just a few days' extra notice it makes all the difference in the world.

"That gives us that little bit of flexibility — perhaps to get

in a stand-off for the ship's company which wouldn't otherwise be possible."

Admiral Bathurst was asked whether a slowness in warship orders might reduce the level of destroyers and frigates still further — it has been said that the US Navy could be headed for a decline of equal proportion.

"I think the overall balance of the naval force structure is something that will certainly concern NATO. As far as we are concerned, we have always been one of the foremost contributors to the Alliance, particularly with our destroyers and frigates.

"The White Paper has clearly stated that we will have around 35 — and we are going to make sure we order the right number to sustain that figure."

He was confident too, that what has been described as the most modern Navy Britain has possessed since the 1920s would not find itself caught short by any inherent weaknesses that might have been identified earlier.

"We can never afford to stand still — but I don't believe there are any areas of warfare where as a result of our experience in the Falklands or the Gulf we have not learned the lesson and taken active steps to put things right.

"More recently, the Command and Control system for the Type 23 frigates has taken a lot of criticism — but I am now happy that the chosen solution is the right one.

"I shan't be entirely happy until I see it at sea and working — but all credit to the Type 23 community for the way they are managing, by clever adaptations, to give their ships a far greater ability to operate than perhaps we thought would be the case when this problem first hit us.

Ingenuity

"That's purely due to the ingenuity and technical excellence of our people.

"At the moment we haven't got a CACS that we can guarantee when going into fully integrated anti-air warfare at a high intensity level — but there are still a lot of low and medium intensity tasks into which we are quite happy to throw the Type 23 as a single unit."

Problems with manning were less easy to correct than defects in equipment — redundancies were naturally going to have an effect on morale.

"None of us likes asking people who have had an expectation of a full career in the Royal Navy to leave early and the Second Sea Lord and I are absolutely determined to minimise or preferably avoid further redundancies, though I can't completely rule out the possibility.

"I hope we are over the worst on this. At the moment the rapid reduction in our manpower requirement and the all time low PVR rates have resulted in

ection and the domino

"... you cannot go on popping your Cash Card into the hole in the wall of the 'Goodwill Bank' and expect to get something out unless you keep the account topped up."

us having to apply all our manpower controls to the full. Not only do we have a redundancy programme, but we have had to screw down both the recruiting and the Second Open Engagement valves as well. I am well aware that this has had consequences both for individuals and for our manning levels.

"Maintaining the correct level of people in the RN is a highly complex business. It is rather like trying to control a river. There is a natural rate of flow and if you shut off a sluice gate you get problems both up and downstream. Obviously we intend to return to our natural rates of flow as soon as possible."

Young people anyway increasingly saw their careers as a series of short-term commitments rather than as a single job for life. Would this not lead to a lack of developed expertise at a senior level?

"The Navy has always thrived on being a young service — and rightly so, because you've got to be tough and fit and on the ball to fight a war at sea. So there is always a balance between the experience you get from a Senior Rate and the need to keep the flow going through the Navy so that we never get stale and complacent."

Dead wood

"I've seen some other Navies around the world where they have a lot of dead wood at the top. That is something we have always successfully avoided."

One of the most controversial personnel questions used to be the presence of the WRNS at sea, but this no longer seemed to be an issue — at least not within the Fleet.

"It is not a topic that comes up when I visit ships these days — there will always be some people who can't come to terms with it, but the vast majority of the Navy has."

"I think the numbers will settle down to about the right balance — which it is finding at the moment — and I think it is a great tribute to my predecessor that he gave such a firm lead on the issue, because it has been very well done indeed with a lot of tolerance and co-operation between all parties."

"The WRNS is attracting a more technically minded recruit now and I have met a number who are keen to train as engineer officers. Of course, there has long been a tradition of the technical Wren in the Fleet Air Arm and the Warfare Branch development will further encourage those who haven't thought of the technical angle."

The Admiral was asked whether the future base porting of submarines and Type 23 frigates was causing any uncertainty.

"With so much change going on, no area of the Navy at the moment is not being studied —

but it has always been the intention to share the Type 23s between Devonport and Portsmouth and similarly we always intended that the Trafalgar Class boats should be based at Devonport with the Swiftsures and the Vanguards up at Faslane.

"I can't give guarantees way out in the future, but that remains our policy and there are no plans at the moment to change it."

"Portsmouth is now a very modern naval base and we are rightly concentrating a lot of the Surface Flotilla there. We have invested heavily in Devonport, in the new jetty at Weston Mill, and we are moving Flag Officer Sea Training down there — so there will be a lot of naval activity at both ports."

"In the broader sense, there is an understandable feeling of 'Do we know where the Navy's going?' I think that, given the setting of the strategic changes, the worldwide economic problems, the debate about our role in Europe and the great explosion of disputes with the pressures of the two superpowers being released, we are seeing a very turbulent and difficult world."

"Every organisation is finding it difficult to be precise about where it is going, but the Navy Board and I are very clear about what our priorities are — we want to retain a balanced Fleet and put its emphasis on power projection."

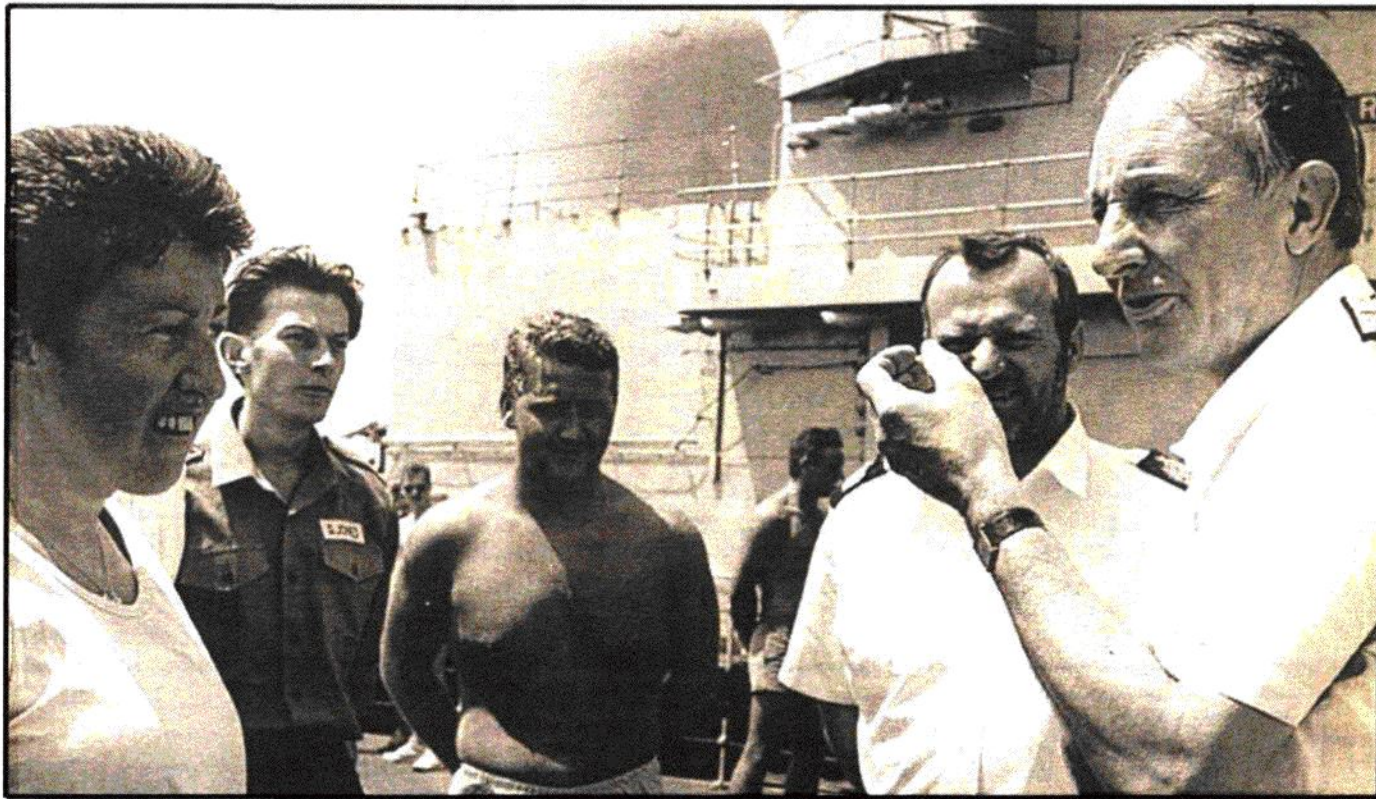
"Our amphibious forces are another element of this — our ability to move a very competent, cohesive military force around the world, to be able to sustain it more or less indefinitely from the sea, not to have to ask anyone permission as to where we can go because we use the internationalism of the sea, and to be able to go ashore without necessarily having to depend on a working port infrastructure to unload."

Deployability

"It is worthwhile remembering that the Warriors of the battalion group that went to the Adriatic actually came by sea. We are using the RFA Resource at Split as a mobile ammunition depot and we've got one of the LSLs acting as a headquarters ship there to support the Army."

"We also had our national reinforcement in RFA Argus and having got it there quickly it was able to stand off shore without any complications — but it was there if it was ever needed."

"Then there are the carrier-borne forces, of course — the Sea Harriers now they have a Laser Guided Bomb capability are involved in 'Deny Flight'. NATO can draw upon them for close air support and the helicopters out there, offshore and afloat, show the deployability of Naval aviation. And the up-



● Admiral Bathurst meets up with HMS Ark Royal on her way home after seven months in the Adriatic.

dated Sea Harrier coming into service next year will be second to none.

"When the last White Paper was published the reductions in the destroyers and frigates and the loss of the Upholders quite rightly caught the headlines — but do think of what remains."

"We are not just a '50 ship Navy' — we are considerably more than that, because of the carriers, the submarines, the amphibious ships, the RFAs and mine countermeasures vessels and so on that give us a very balanced and modern Fleet."

"Every piece of equipment also has its replacement in the programme — although the rate of getting them into service and their affordability are other questions."

"We are certainly not standing still. We remain a very modern and capable force and, most importantly, we have the best men and women in the world."

"I am aware that you cannot go on popping your Cash Card into the hole in the wall of the 'Goodwill Bank' and expect to get something out unless you keep the account topped up. We are asking a lot from our people on a number of fronts and I am grateful for the resilience and commitment they continue to show."

"This is certainly a time of great change for Defence and for the Navy. The most important thing, however, is that there are also many exciting opportunities for the future."

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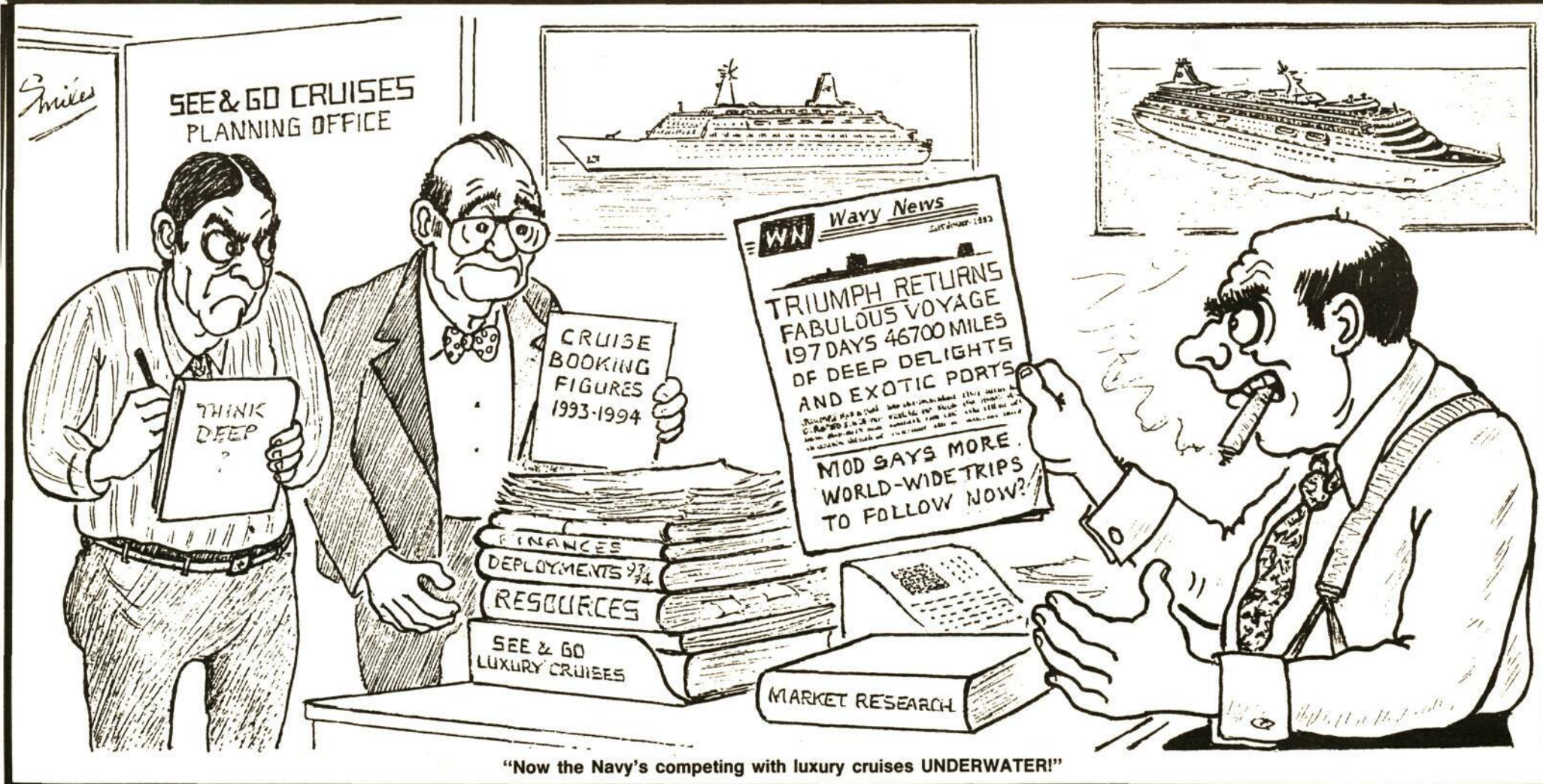
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NEWSVIEW

The Far and the Deep

LAST month was lined with milestones in the history of the Submarine Service, variously marking the end of one era of design; pointing the way to future strategy; and ensuring the continuance of our national security and integrity.

HMS Triumph may not have quite notched up the 20,000 leagues under the sea that Jules Verne imagined for the Nautilus way back in 1866 — but she came close.

And she did it in much the same time schedule. If you reckon around three miles to a 'league,' then Captain Nemo's prototype nuclear submarine ('I owe all to the ocean; it provides electricity, and electricity gives heat, light, motion and, in a word, life to the Nautilus') covered 60,000 miles in less than ten months.

Triumph's 47,000 miles, nearly all of them submerged, were logged in seven — and so the realms of science fiction have been translated into reality.

Verne graphically demonstrated how the possibilities of such a craft could pose a huge threat to maritime security. But her commander was motivated by the spirit of vengeance — the same capability, enhanced with the addition of cruise missiles to the SSN's already formidable arsenal, may give the likes of Cdr. David Vaughan the chance to single-handedly counter the sort of aggression that is born of megalomania.

Triumph is a 'true submarine,' totally independent of outside support — but submariners will mourn the passing of the last of the diesel-electric powered boats of the Oberon Class, HMS Opossum.

Antagonists

Fittingly, she marked the end of her 30-year career — and of one of the finest of all post-war designs — with a visit to Severn, base port of many of her former antagonists as the home of Russia's Northern Fleet.

At the same time, HMS Unicorn, the last of a new generation of Upholder Class conventional boats, arrived at Devonport — her intended role as a defender of the Greenland/Iceland/UK gap already redundant, though she remains an example, in the words of the First Sea Lord, of one of "the best conventional submarines that have ever been designed."

The commissioning of HMS Vanguard, attended by the Princess of Wales, and the opening of the Trident support complex at Faslane by the Secretary of State for Defence, further underlines the prominence in our national defence of the Submarine Service, which could hardly have been guessed at, pace Jules Verne, when it was formed at the beginning of this century. Submarines were then stigmatised as the "weapon of the weaker power."

"That which is far off and exceeding deep, who can find it out?" Ecclesiastes 7, v24

Redundancies by number

Details of a third phase of redundancy of up to 2,300 were released just after the August edition of Navy News went to press.

Taking account of all the decisions announced in July's Statement on the Defence Estimates, work on refining numbers is still going on, but no categories have been added to — other than CCMEA(SM) — or deleted from those given in DCIs RN 138 and 139.

There will be no further categories or branches added to the list, Director General of Naval Manpower and Training Rear Admiral Nicholas Wilkinson assured Navy News.

There was also a determination at the highest level to minimise — or preferably avoid — further redundancies (see interview with the First Sea Lord on page 16) though the possibility of further cuts in manpower could not be entirely ruled out.

The broad order of numbers currently expected to be selected is as follows:

OFFICERS

Captains: X, E, S, I, W (seniority dates 31 Dec 88 — 31 Dec 91 with at least three years to serve on the Captains List) — up to 5.

Lieutenant-Commanders: (X)(SM) with more than four years seniority at time of application who are not SMCC qualified — 5. (I) excluding METOC and those with IT experience at SSADM level — 20.

Lieutenant-Commanders/Lieutenants/Sub Lieutenants: (X)(O) — 10; (X)(MCD) — 5.

Lieutenants/Sub Lieutenants: (X)(SD)(PR) — 5; (X)(SD)(EW) — 5; (X) GS with 2-5 years seniority as Lieutenants at time of application not yet selected for PWO training — 10; (WE) trained strength with 0-2 years seniority as Lieutenant at time of application and untrained strength — 7; (WE)(SM) trained strength with 0-2 years seniority as Lieutenant at time of application and untrained strength — 7; (E)(AE) untrained strength — 3.

Royal Marines Band Service Officers — 2.

RATINGS/OTHER RANKS

RM Band Service — all ranks and instrumental categories of musicians and all ranks of buglers — 100.

General Service (Non-Artificer) RN/WRNS: CPO (WA) — 1; PO (WA) — 2; (ETS) — 2; (WEM)(O) — 2; LR and below: WA — 12; ETS — 12; WEM(O) — 120; WEM(R) — 20; MEM(M) — 210; OPS(WE) — 35; OPS(M) — 80; OPS(S) — 30; OPS(R) — 15; SA — 120; STD/QA — 10.

Submarine Service (non-Artificer) LR and below: MEM(M)(SM) — 145; MEM(L)(SM) — 20; WEM(O)(SM)/UWSM — 35; WEM(R)(SM) — 20; OPS(S)(SM) — 60; OPS(TS)(SM) — 55; ROSM — 15; CK(SM) — 30.

Fleet Air Arm (non-Artificer) (RN/WRNS): PO AEM(M) — 12; AEM(R) — 6; AEM(WL) — 12; NA(SE) — 1. LR and below: AEM(M) — 40; AEM(R) — 20; AEM(WL) — 35; NA(SE) — 15; NA(Phot) — 5; Motor Transport — 2.

GS/SM/FAA Artificer (RN/WRNS) CPO and below: AEA(M) — 35; AEA(R) — 40; AEA(WL)(W)(L) — 35; MEA(ML)(P)(H)(M)(GS) — 70; MEA(ML)(P)(L)(SM) — 40; MEA(EL)(L)(GS) — 40; MEA(EL)(L)(SM) — 45; WEA(AD)(GS) — 85; WEA(AD)(SM) — 50; WEA(CEW)(GS) — 15; WEA(CEW)(SM) — 30; WEA(WD)(GS) — 45; WEA(WD)(SM) — 35; WEA(OC)(GS) — 20; WEA(OC)(SM) — 35.

No Category A Watchkeepers. The number of Category B Watchkeepers selected will be limited. CCPO now included for MEA(SM) only.

Under Initial Training — technicians (RN/WRNS): CT — 20; AEA, MEA, WEA — no number specified.

Selection for redundancy is based primarily on future employability — being the incumbent of an end-dated billet does not increase the likelihood of selection.

Opportunities for transfer to other branches and other Services are very limited but are under continuing assessment. Once any need for redundancy from non-applicants becomes clear, further information will be provided.

Cook's proud endeavour

"A true brick" was how Capt Peter Franklyn jokingly described Cook Building at HMS Dryad as he presented the largest real time maritime simulator complex in Europe with a suitably king-sized Long Service and Good Conduct Medal.

The award to mark 15 years' exemplary service in training ships' Operations Teams — over 25,000 students to date — was the idea of CWren (R) Annie Lagrue, the building's manpower planner who receives her own LSGC medal this month.

Housing exact replicas of Operations Rooms of various classes of RN ships, all linked to a computer simulating all friendly and enemy sensors and weapons with different environmental conditions, Cook is constantly being updated — as of now to meet the requirements of the new Warfare Branch.





Fearless in fine form

AFTER a break of nine months including a busy DED, HMS Fearless got back into amphibious warfare with a vengeance this summer.

The 27-year-old veteran took part in four exercises in two months to get her back in the swing of things, with a bit of help from embarked forces from 42 Cdo RM, 3 Bde Air Station and 79 Battery from 29 Cdo Royal Artillery.

Following the amphibious workup exercise Green Wader off Browdown and Dragon Exchange at Lulworth, the Fearless then made off for the Med in company with RFAs Sir Tristram and Sir Bedivere, stopping off for a few days at

Gibraltar before moving on to Cyprus and a week of training around Akrotiri.

While 42 Cdo and their supporting arms were ashore here, the ship made a highly successful five-day visit to Israel, tying up at Haifa for a five-day sojourn warmly hosted by the Israeli Navy that took in tours of Jerusalem, Bethlehem, Nazareth, the Dead Sea and Masada.

Away from the usual tourist routes, Lieut.-Cdr. The Hon Michael Cochrane and Capt Simon Sharland RM had a taste of life on a kibbutz.

After picking up the embarked force, Fearless head-

ed on alone to Portugal spending eight days alongside in Lisbon while the Royal Marines conducted cross training with the Portuguese — including a visit to a vineyard!

Some took the opportunity to fly their wives out for a visit before the ship joined a Portuguese group for an amphibious work up prior to her return to home waters.

● Left: 79 Battery of 29 Cdo Royal Artillery embarked on HMS Fearless.

● Above: Floodlit in Haifa.



NN Navy News



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SERVING IN THE UNTAC

THE SEVENTY men of the Royal Navy and Royal Marines may be a small fraction of the military component of the United Nations Transitional Authority in Cambodia (UNTAC), but their small number belies the extent of their influence and effectiveness in the UN's peacekeeping efforts.

Accounting for a third of all the UN's Naval Observers (UNNOs) they provide the driving force for UNTAC's Naval Unit, tasked with patrolling the coastal waters and the inland waterways of the country, checking for signs of outside military influence, supervision of the ceasefire arrangements, providing a reassuring presence in areas of tension, and gaining the confidence and support of the local populations.

In a country dominated by its waterways, with the mighty Mekong River running its entire length, this is no mean task.

Working alongside naval colleagues from Cameroon, Canada, Chile, New Zealand, the Philippines, Russia and Uruguay, British sailors and marines are operating in diverse areas, often in very small groups. They perform their duties unarmed in potentially dangerous places, where, sadly, an ordered way of life rarely exists and widespread extortion, bribery, banditry and smuggling are commonplace.

get to know the local etiquette, and can converse confidently, through our interpreters, to the local headman. We've got a good relationship with the villagers — I reckon most of them are more than happy to see us here. Just now, they seem a carefree people."

Murder

But it's not always carefree here. Before the elections took place thousands of the lake-dwellers, ethnically Vietnamese and frightened by the threat of violence from the Khmer Rouge, sailed in their floating villages down the waterways to the border with Vietnam, the UNTAC Navy providing the escort. Now, many are making their way back, and already the violence too has returned. Ten bodies, so far, have been recovered from the local waters, all murder victims of the gunmen of the Khmer Rouge, who still lurk in their camps in the nearby forest, coming down at night to take their share of food and money.

The men of Tango Hotel base gained fame of a sort when they acquired a tame python to keep down the rats. Unfortunately the python jumped ship but the Chilean marines there have since become adept at rat-dispatching with their bayonets!

At the estuary port of Sre Ambel, a small muddy settlement at the edge of Kampong Saom Bay, on Cambodia's southern coast, smuggling and extortion were the problems preoccupying the ten-man Navy team. Commanded by a Phillipino Lieut.-Cdr. their duties include support for the local French UN battalion, river patrols and overseeing port and customs procedures, this last activity often pitching them into one of the core problems besetting the country.

Smuggling cars into the country has been big business in this area, and more often than not local officials, from the Customs, the Army, and the Port authority were in the thick of it. If they weren't then their relatives were, or they were paid to look the other way.

All the unarmed Naval Observers could do was to lead by example, cajole and shame, and report on the situation. Slowly but surely they're making their point

"We've pinched them into so many tight corners — they finally seem to be pulling their weight" said CPO Diver Paul Leader, as he watched a small wooden craft, loaded with four Toyotas, coming alongside. "When we see money changing hands now, its collecting legal taxes rather than pay-offs — they're now actually writing receipts. We've have succeeded in forming some sort of regime for them to follow."

Banditry

One of the underlying causes of corruption and banditry in the country is that many officials and soldier have not been receiving regular pay. In an effort to improve the situation UNTAC is now arranging for the monthly payment for the Cambodian troops, throughout the country.

Out in the eastern town of Kampong Cham, the Navy, in common with most of the UN military units, is involved in the arrangements for the fair distribution of this cash, transporting Cambodian Army paymasters in their rivercraft to remote areas, unreachable by any other means.

PO(M) Henry Cooper, in Cambodia for just two weeks, found himself involved in cash distribution of a different sort when his patrol was confronted by a group of Khmer Rouge soldiers, who, after an initial amicable approach, asked for a \$50 "contribution". Eyeing the shoulder-slung AK47s, the Navy team thrust a couple of dollars at them and wisely made a tactical withdrawal. Every since Henry has had his leg pulled to the effect that, having paid out the Government troops he'd thought it only right that the Khmer Rouge should be paid too!

Arrested

It's been an exciting start for Henry — during the same week his patrol caught two soldiers red-handed, extorting money from frightened boatmen transiting the river. In a textbook operation, the local police were contacted and they promptly came aboard and arrested the offenders — the first time that such co-operation had paid off. Henry's impression of Cambodia so far? "It's a lot more



Photographs: Above, out on patrol, UNNOs Lieuts. Jake Elwood (left) and Andrew Morrell (with CPAF Sub-Lieut Duong Votana in between) on the bridge of a Stenka-class Fast Attack Craft. On the extreme port side, in beige uniform, is the Ream base's chief interpreter, Van-sun Kao.

Right: The Stenka leaving Ream Base — keeping watch on the fore-castle, two armed Phillipino marines, part of the UN protective force.



Going

A new dawn

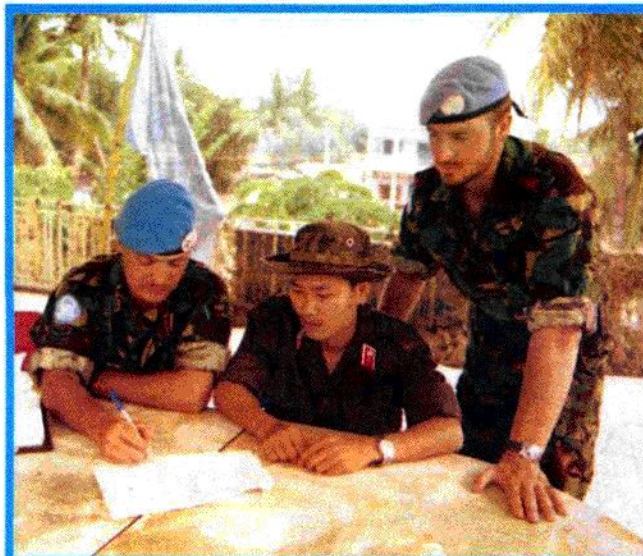
AFTER centuries of domination by the Khmer Rouge, Cambodia's independence finally came to Cambodia following their military defeat at the hands of the Vietnamese. Peace, however, did not, for too long, come to Cambodia. Over across the border, and their peak — 50,000 were killed — stage was set for Pol Pot's Khmer Rouge.

A million-and-a-half Cambodians suffered under the infamous rule of Pol Pot, whose return to a pre-industrial age resulted in the destruction of anything modern, vehicles, telephones — and the who owned such "luxuries", cities, and a basic education or with a amount to a death sentence).

Finally, after waves of bloody years of the country, Vietnamese troops returned and installing the rebels. But, despite the evidence of genocide, China (Vietnam's traditional enemy) condemned the takeover and imposed Cambodia and Vietnam. Pol Pot's Cambodia's seat at the United Nations.

When Vietnamese troops withdrew, allies embarked on a military offensive, held at bay by the Cambodian People's Army, coupled with the forced the State of Cambodia to the UN Paris Agreement of 1991 a disarmament to be followed by a And this is how the men of the to be in Cambodia.

Now their mission is nearing completion. Supervise were judged a surprise. Khmer Rouge to participate — Peace — albeit of a fragile kind. The people of Cambodia wave remain enigmatic and wary — a They will still need massive support of the world if they are to achieve such support all could so easily



dangerous than I thought it would be!"

The Kampong Cham team is led by RN Lieut.-Cdr. Rob Thompson and comprises five Brits, two Canadians, two Phillipinos and a New Zealander.

Macabre

Their HQ and accommodation is an impressive villa in the town, but it is a house with a macabre past. It was formerly the Russian diplomatic mission and back in 1974, when Pol Pot's forces took the town, the Russian consul, his family and his staff were all summarily beheaded in the room now used as the team's rec area.

The Navy volunteers come from all branches, and often their specialised knowledge can be put to good effect. At the provincial town of Kampot, 40 miles from the Vietnam border, POMA Taff Wickers is one of the three RN senior ratings in the ten-man multi-national naval unit. Once a week a French doctor accompanies them on

their patrols — "The rest of the time I do the follow-ups — mostly its things like skin infections, bites, worms" he explains "but we have seen cases like toe leprosy too."

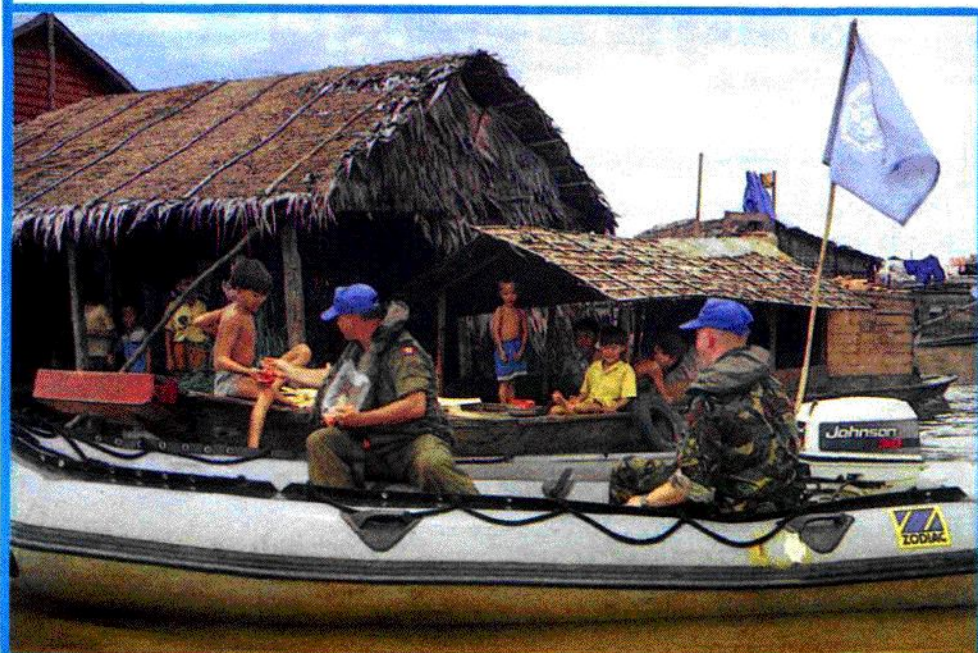
The team's current project, in amongst their normal tasks of sea and river patrols in an area where smuggling (motor bikes this time), unauthorised logging and illegal fishing by Vietnamese boats is rife, is to construct permanent channel markers into the port to assist the local law-abiding seafarers.

Tending the sick, persuading and advising local officials, gathering information from the villagers, showing by example how things can be done — it's all in the remit of the United Nations Naval Observer.

Above all, their very presence throughout the country, unarmed, persuasive but friendly, is helping to show the people of Cambodia that the outside world does care about them and wants to help them secure a decent future.

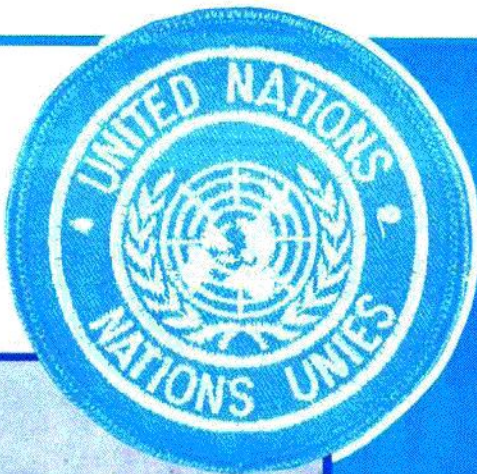
Photographs: Above, Royal Marines Sgt. Andy Coventry and PO(MN) Bomber Mills sort out the details with Cambodian Army Paymaster, Lieut. Ban Peng, as they prepare to distribute the monthly pay to troops out in the countryside in Kampong Cham province.

Left, POMEM(M) Griff Griffiths and Canadian colleague passing out the nutty as they patrol the floating villages nearby to their base at the southern end of Tonle Sap Lake.



C NAVY

Pictures by POA(Phot) Fez Parker (DPR(N))
and Paul Parrack (Navy News)



Hearts and minds

"UNTAC, Untac," the children excitedly chant, jumping and waving as the UN boats and vehicles pass through their villages. Children are everywhere in Cambodia — half the country's population is under 15 — all of them displaying an innocent charm, curiosity and cheerfulness that comes as a surprise in a country beset by past tragedies.

Royal Marines Sgt. Peter Carr voices the feelings of most "The kids — they're great. Always smiling — they're the real hope for Cambodia's future."

Working with Pete at UNTAC Naval HQ in Phnom Penh is LS Gaz Phillips, one of only two junior ratings in Cambodia. He is getting used to some of the stranger aspects of life there — "The gunfire" he explains, as the rain beats down outside... "It's only the CPAF (local troops)... shooting into the clouds, trying to stop the downpour."

"Best draft I've ever had" — so says POMEM JOS Joslyn, sitting astride his UN motorbike on the muddy road at Kampot (front page photo). "The people are great... social life's good... get on with all the nationalities."



"It's immensely rewarding — totally different from anything I'm likely to do again. Responsibility's high — camaraderie between the nations is tremendous" — the comments of CMEM(M) Tug

Wilson, working out of the Riverbase at Phnom Penh. "We'll all go back to UK definitely the wiser."

It would seem that in Cambodia the winning of hearts and minds is a two-way affair.

to sea, Stenka-style

for Cambodia?

by foreigners, from near and afar, independence after the withdrawal of the French, at Dien Bien Phu in Vietnam. The American war with Vietnam spilled over in 1973 the US B-52 raids reached in the four years of bombing — the Khmer Rouge forces and their "Return to

purges sparked an uprising in the east, the Khmer Rouge invaded, overthrowing the Khmer Rouge in government. The genocide committed by Pol Pot's regime, and the West — including Britain — imposed a trade and aid embargo on both sides. The representative continued to occupy Nations.

in 1989 the Khmer Rouge and their insidious, but against all predictions, were the People's Armed Forces. However, complete withdrawal of Soviet aid, government to negotiate and under the all parties agreed to a ceasefire and free elections, overseen by the UN. Royal Navy and Royal Marines happen

its end. The elections they helped success, despite the refusal of the and despite their refusal to disarm. and — exists for the moment. and smile as the boats pass, but they and who could blame them? support and encouragement from the rest have a lasting peaceful future. Without be lost again.

PEACE in Cambodia — this is the slogan adorning the bows of the warships berthed alongside at the naval base at Ream. This remarkable collection of vessels, Soviet-built Stenka fast attack craft, Zhuk and Shmel class patrol boats, a couple of landing craft, a US-made river craft, somehow symbolises the state of the country as a whole.

Previously run-down, under-maintained and suffering from a lack of spares, the fleet, now repainted in white and flying the UN flag, is slowly being brought up to scratch.

"We've got three Brits, five Russians and two Canadians working on their maintenance," stated RN Lieut. Jake Elwood in the Maritime Ops Room. "It's not been easy — the CPAF were low level maintainers. Few spare parts — we've had to buy them from the local market — and getting fuel is difficult. In these parts fuel is like hard currency."

"But we've now got eleven good vessels, seven operational and four undergoing maintenance."

The good ships are now well-utilised, patrolling the sea areas along Cambodia's 135 miles of coastline, deterring illegal fishing, particularly in areas in dispute with Vietnam, combating piracy and smuggling and generally maintaining an official presence at sea.

The ships are still manned by sailors of the Cambodian People's Armed Forces (there are 240 of them based at Ream) with the UN Naval Observers briefing their operations and overseeing them on the patrols.

As a Stenka-class sets out, her diesels coughing out black smoke on start-up, CMEA Phil Preece is discussing the intricacies of an outboard engine with CPAF Lieut. Var Mony and his men. "We get on well — if we can give them things we do. They're learning fast — show them

once and they all know. Hopefully, they'll carry on," he says, enthusiasm for the task showing in his voice.

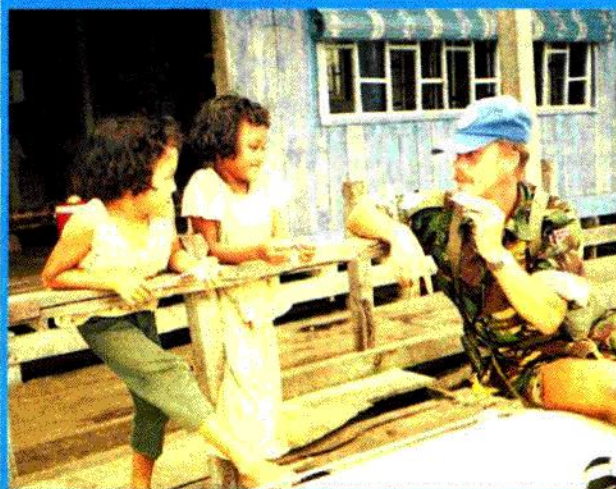
Out at sea, the patrol craft takes a look at the local fishing fleet, skirts some of the small islands offshore — nothing untoward to report — and then puts in at the commercial wharf at Sihanoukville, further down the coast.

This town, once an elegant seaside resort, is where much of the enormous amount of UN equipment will be shipped out when UNTAC withdraws, and a Japanese UN battalion is busy constructing a site to handle all the containers.

Here a small UN Naval Unit — three Phillipinos (including the Lieut. Cdr. in charge), a Uruguayan, a New Zealander and CPO(MW) Eddie Seaborne RN — work with the Port Authority, looking out for illegal cargos and arms shipments. All vessels, including fishing boats, are checked out as they enter port.

They also make a point of mounting foot patrols every day through the local villages, so they've now become well-known as they chat to the locals. The Buddhist monks always know what's happening in the neighbourhood — yes, that's Eddie on the front cover!

● The rapport between the fishing people and the Sihanoukville UNNOs is plain to see as they make their rounds. More about some of the good work achieved will appear in the Helping Hands pages of next month's Navy News.



Photographs:

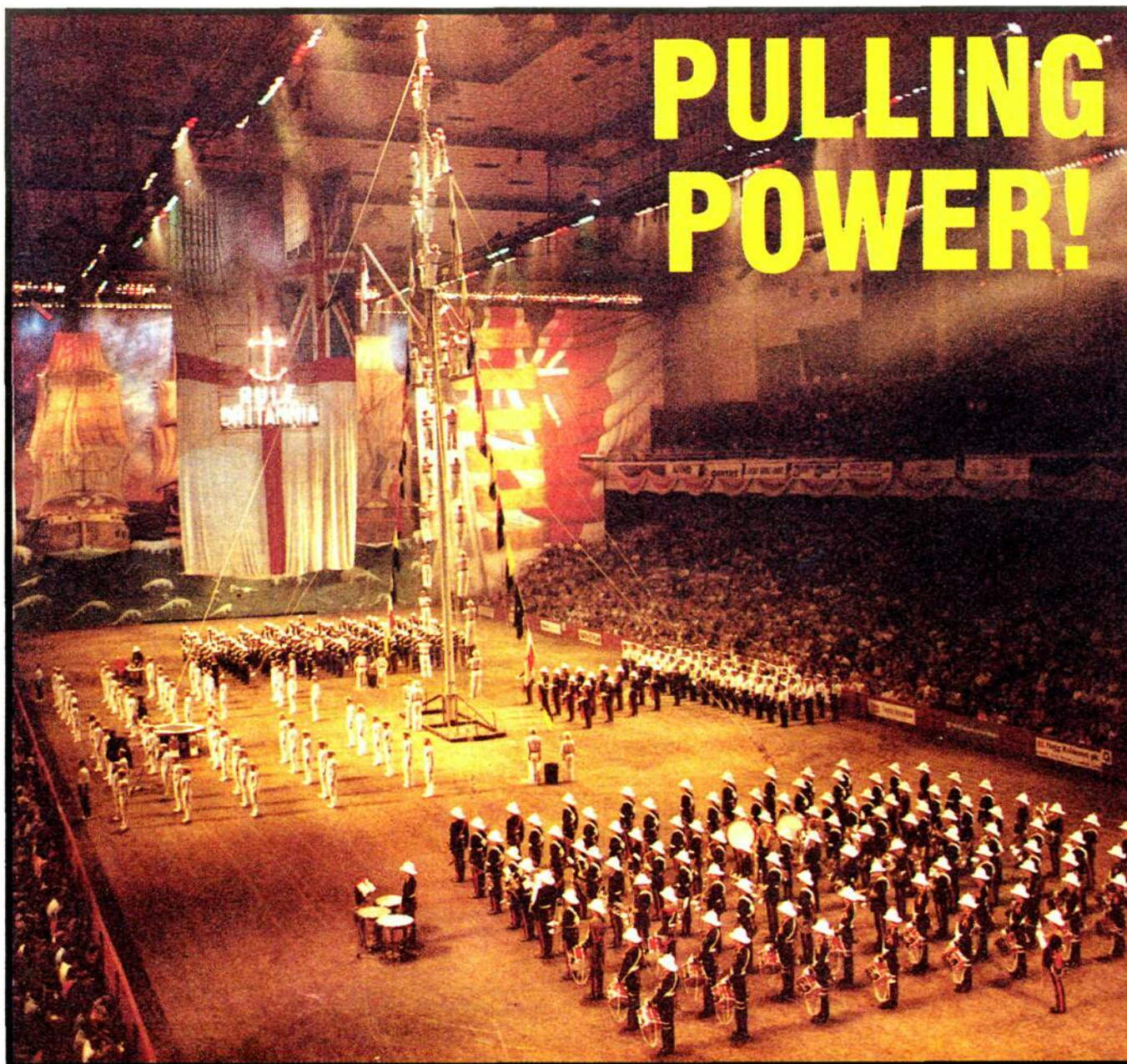
Above — a friendly wave from CMEM(M) Tug Wilson, on patrol on the Mekong River, close by Phnom Penh. At the controls of their Zodiac craft is Royal Marine Sgt. Gary Pursey.

Left, Sgt. Gaz Arnold, Royal Marines, wins a shy smile from the girls outside of the Cambodian People's Party building on the Tonle Sap River.



Photograph, above:

Warships with a peaceful intent. With the aid of interpreter Jansun Kao, RN Lieut. Jake Elwood, UN Naval Observer, discusses forthcoming ops with Lieut. An-An, of the Cambodian People's Armed Forces, Captain of Zhuk-class patrol boat 42.



PULLING POWER!

Challenges ahead as Mercury signs off

THE Black Book of the Admiralty, dating from around 1338, is the earliest surviving book of instructions that contains some mention of signals.

Simple instructions were conveyed by hanging out a flag or two or firing a gun — but the first signal book proper, employing 15 flags or pendants, did not appear until 1673.

By the time of Trafalgar a revise of Lord Howe's code contained 340 signals and shortly after Home Popham's vocabulary — which finally allowed a proper conversation — became widely adopted.

Captain Marryat's code was similar to Popham's. An amended version in 1855 — minus vowels so sailors couldn't send rude messages to each other! — lasted for 30 years.

Besides the use of flags, experiments with flashing lights and the electric telegraph employing Morse code continued throughout the 19th century while semaphore — also a Popham initiative — enjoyed considerable success, the 1 p.m. time signal travelling from the Admiralty to Plymouth and being acknowledged in three minutes — not bad for a round trip of 400 miles.

Superseded by the electric line — one of the first submarine cables was laid under Portsmouth Harbour to Kings Stairs — signalling finally set up its first school in HMS Victory. From 1941 it has had its home at HMS Mercury — and in between, of course, wireless telegraphy revolutionised the sending of messages.

In *Signal* (Hyden House (Tel 0705 596500), £19) Capt. Barrie Kent brings the story up to date by contrasting the "stag-

gering command control and communications infrastructure" required by a front line ship of the 1990s — and with the closure of HMS Mercury this month it marks the end of an era.

In some ways the communicators are now victims of their own expertise. The speed and reliability of modern communications means that there tends to be a lot more communicating — and in time of war this can be a disadvantage.

During the Gulf War, for instance, though backlogs could usually be avoided through judicious use of satellite and conventional channels, computer-generated messages were difficult to control and often extremely long due to the number of ships and authorities who needed to be addressed individually.

Cdre. Chris Craig, the Task Group Commander, reported that the traffic handled in his flagship between January 17 and February 27 totalled 42,729 in and out signals — more than 1,000 a day.

Mercury is moving to Colingwood just as the inception of the Warfare Branch melds maintainer and operator together — which marks a return to the user/maintainer concept for the communicator.

The ability of the Royal Navy to continue to conduct its warfare tasks effectively will in future depend even more on the communicator's management of the new high-tech means of information exchange. — JFA

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THIS year's Navy-led Royal Tournament was second only to Jurassic Park at the box office — nearly 250,000 paid to see the show at Earl's Court, while five million more watched the action on TV.

Highlights were HMS Daedalus's mast manning and HMS Sultan's window ladder displays, while the crowds were charmed by the visiting Russian Navy show band and dancers.

"The Royal Navy has underpinned probably the best Royal Tournament ever," signalled Second Sea Lord Admiral Sir Michael Layard.

Picture: LA(Phot) Richard Thompson

Channel Tunnel vision

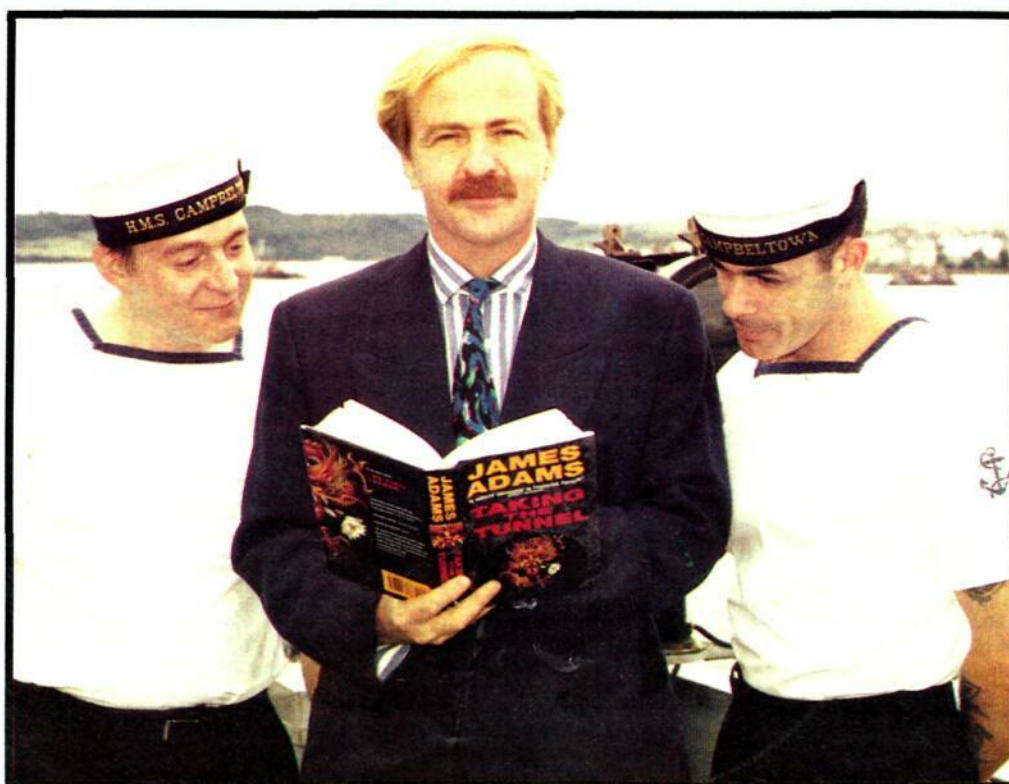
HMS Campbeltown plays a leading role in James Adams' new novel, *Taking the Tunnel* (Michael Joseph £9.99), steaming to the rescue of hostages held by terrorists in the Channel Tunnel at the climax of a story which vividly conjures up every traveller's worst nightmare.

The Sunday Times defence correspondent draws upon his extensive knowledge of the world's most notorious terrorist organisations to pack in a wealth of detail in the "factional" style pioneered by Frederick Forsyth.

Intelligence

This includes descriptions of how British Intelligence is said to operate in Northern Ireland, which he visited on a research itinerary that also took in Turkey, France and Hong Kong.

In Hong Kong he joined the Royal Navy on patrol — and after a high speed chase with the Royal Marines saw them intercept smugglers ferrying goods into mainland China — all part of the background of this tale of how the Triads hold the British Government to ransom in the best apocalyptic tradition.



Above: Author James Adams launched his new novel, *Taking the Tunnel*, on board HMS Campbeltown, which appears in the story. LStd John Hopkins (left) and Std Ian Jefford couldn't wait to get their hands on a copy.

Picture: LA(Phot) Andy White

Adams is said to have designed his terrorist attack in consultation with one of the

Government's most experienced explosives experts and scrambled the informa-

tion just enough to stop copy cats. Let's hope so. — JFA

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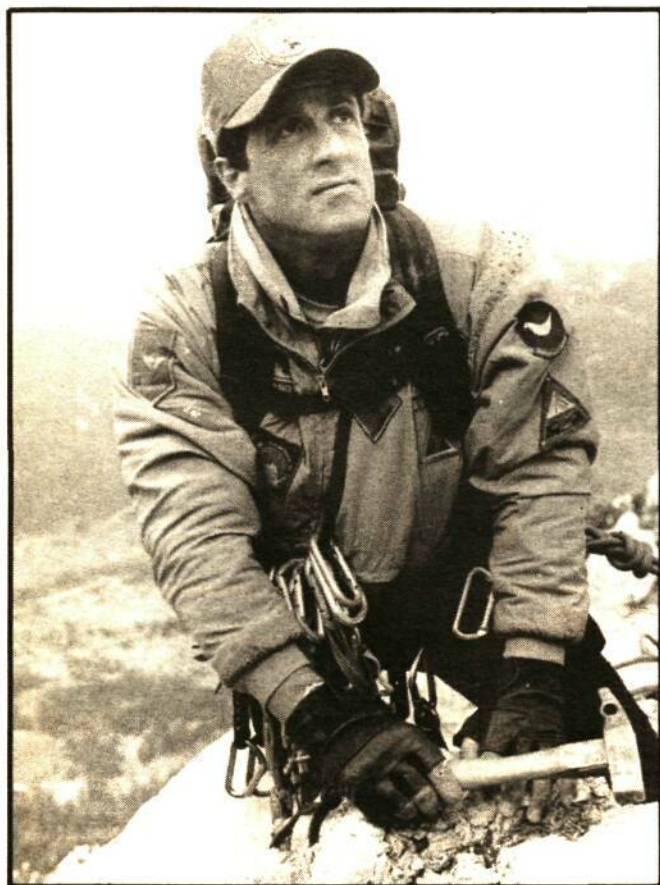
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STALLONE CLIMBS BACK TO FORM . . .

RECOGNISE this scene? It's a hot morning and the traffic is going nowhere; you stare blankly through the windscreen as the sweat trickles down your back; you try to ignore the blaring radios and the dive-bombing bluebottle that won't go away. You wait, and wait, and wait . . .

This familiar misery makes up the opening moments of *Falling Down*. The man in the jam is Michael Douglas, and like all good film stars, he acts out what the rest of us only dream of: he gets out of his car and just walks away, a man

who has suddenly ceased to care about the consequences of his actions and is now, like nitro glycerine, liable to explode when jostled.

(just) to handle the sort of pressures which have turned the Douglas character into a sociopath.

Inexorably, the film works its

he'd enjoyed the film enough to watch it twice. Yes, he said, if only to see Robin Wright's face again. Now there was a man who recognised the essentials.

There seems to be a convention in Hollywood movies nowadays that whenever villainy is called for, you can't beat the Brits. The above mentioned Gambon in *Toys* is but one example among multitudes. But now the whole idea seems to be getting out of hand.

In *Cliffhanger* the boundlessly vile crook is played (with great relish) by the American actor Michael Moriarty — but using a British accent! It's obviously high time for a new James Bond to redress the balance but, that said, the film is certainly one of the thrillers of the year, a high-energy, non-stop action yarn which shoots Sylvester Stallone back into the top rank after a number of misfires over the last few years.

The opening is the stuff of nightmares: hanging by a thread a mile above the ground, feet dangling into space, gripping tightly, grip loosening, slipping, falling . . . Anyone prone to vertigo would be well advised to join the movie 15 minutes or so into the proceedings.

— Bob Baker

Screen Scene

The body of the film describes his mayhem-strewn journey across a city crammed with muggers, cheats, crazies and 99 varieties of aggravation. In counterpoint we meet a careworn cop (Robert Duval) whose sense of humour and sheer good nature enable him

way to the point where the two men face one another over the barrel of a gun. It's a haunting tale for the times, tough and thought-provoking.

Connoisseurs of the offbeat should also appreciate the latest Robin Williams vehicle: *Toys*, a comic parable which despite surface appearances is far too strange for mere kids. Williams plays the simple-hearted co-owner of a toy factory, determined to maintain the family tradition of safe and friendly products, while beefy Brit Michael Gambon is his nasty brother interested only in making war games.

Their conflict is worked out with inventiveness and verve; also notable is the presence of a second Robin — Robin Wright, who is very much of the female persuasion.

A TV reporter covering the film's premiere collared a chap by the exit and asked him if

Sylvester Stallone shoots back to starring best as Gabe Walker in the action adventure film *Cliffhanger* — not for those scared of heights.

WORLD OF WARRIORS

SIX more titles in Osprey Military's excellent "Warrior" and "Men-at-Arms" series cover a wide range of period and geography.

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They are also characterised by a high degree of scholarship that has made the series well-received by a remarkably diverse reading public and offer good value at £6.95 each.

— JFA

The truncated story of HMS Manners

HMS Manners was just one of the little ships of the Royal Navy employed on escort duty across the North Atlantic in the Second World War — and like so many of them, she did not survive the experience.

David Gibson's tale of her role in the closing stages of the campaign, *Battle in the Irish Sea* (Maritime Books £5.95) charts the final attempt by the U-boats to alter the by then inevitable outcome of the war at sea — brought about by the team work of the Allied convoy system together with steady improvement of research into the technology of radar and Direction Finding.

And by the heroic efforts of such as HMS Manners. She survived for one year, travelling 32,000 sea miles from the date

of her launch in Boston Navy Yard, Massachusetts, to her fatal rendezvous with U1051 19 miles off Holyhead on January 26 1945.

Then a torpedo sheered off 60 ft of her stern "so neatly that the break might have been achieved with a saw" and the fact that she was able to remain afloat until she could be towed into Barrow-in-Furness is a remarkable tribute to the integrity of her design.

"I have seen many Captain Class frigates but never one as short as this," a Wren officer

remarked as she came alongside. "That's in order to make it more difficult to hit," was the immediate reply from the acting First Lieutenant.

The remaining three-fifths of the ship were without a leak, the main engines and generators were in order, the radar was functioning normally.

Forty-three of her company perished with the rest of her. Later the same day, U1051 was rammed and sunk by HMS Aylmer off the north coast of Anglesey. There were no survivors.

— JFA

RECCEING THE WRECKS

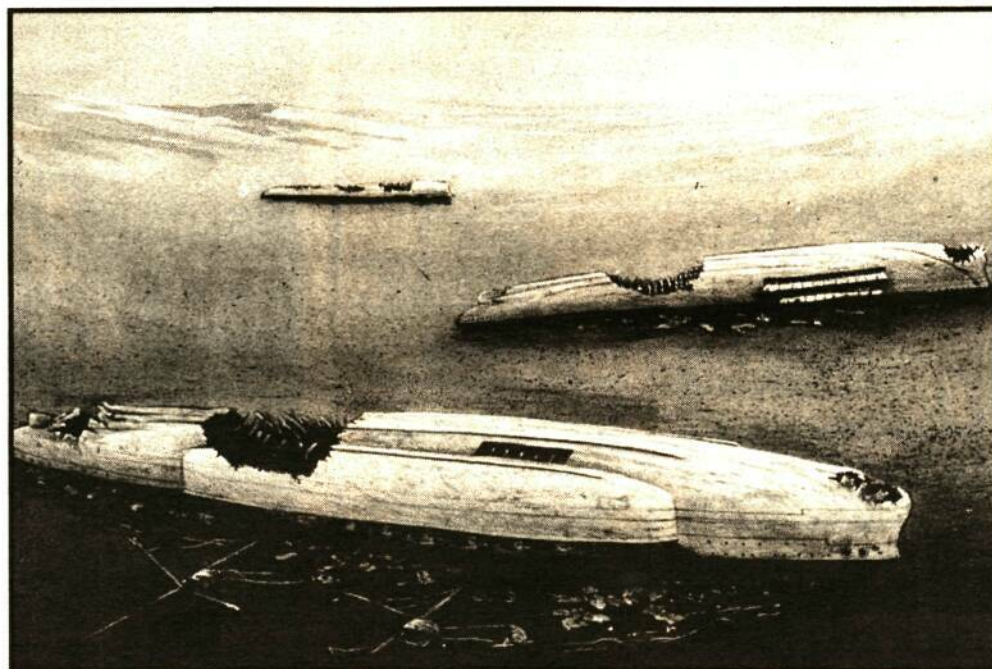
WRECK diving has grown in popularity with the scuba boom of the past two decades — yet the rich pickings around Scotland are not as well known abroad as they might be.

"Too cold and dark" is the verdict of the habitués of the Red Sea and Truk Lagoon — but Scotland's varied sealife and good underwater visibility merit careful study.

Which is just what Rod Macdonald has done. *Dive Scotland's Greatest Wrecks* (Mainstream Publishing £12.99) fills a gap in sporting literature, for nowhere to date has there been a book which easily points the way to the best the area can offer.

The stories of the sinking of each of his choice of ten is accompanied by a detailed description of the state of the wreck today, brought to life by specially commissioned illustrations (see right), charts and underwater photographs that make this guide of equal interest to the non-diver.

Included are two of his personal favourites — the light cruiser Koln and the battleship Kronprinz Wil-



Above: Wrecks of the Kronprinz Wilhelm and sister dreadnoughts.

helm, scuttled in Scapa Flow in 1919: "No-one ever mentioned to me before the dive the simple and important fact that she lay upside down . . . I swam around for ages in the part of her hull at

the bow that has been extensively salvaged, trying to work out just exactly what it was I was diving on."

These two are included in Macdonald's earlier book *Dive Scapa Flow* (Main-

stream £12.99) now released in a new edition.

Warnings on war graves — some of them only recently classified — are given, and it is to be hoped they will be observed. — JFA

AMAZON TO IVANHOE

WORLD Ship Society's latest naval publication, *Amazon to Ivanhoe* by John English, complements the earlier *The Towns, Sloops 1926-1946* (by Arnold Hague) and *The Hunts* (J. English). It examines British standard destroyers of the 1930s and contains over 100 photographs. Priced £11.50 to members, £16.50 non-members, including p&p, it is available from the Society at Dept. A1, 5 Grove Road, Preston, Lancs PR5 4AJ.

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At Your Service



Reunions

HMS Forester will hold their second reunion at the Royal Sailors' Home Club, Portsmouth on March 5. Details, enclosing s.a.e., from T. Lloyd, 6 Matford Hill, Monkton Park, Chippenham, Wilts. SN15 3NX (tel. 0249 654420).

23rd Destroyer Flotilla: Any shipmate wishing to travel to Normandy for the 50th anniversary of D Day in 1994 contact Jimmy Hinton, Miz Maze, Leigh Sherborne, Dorset DT9 6JJ (tel. 0935 873346).

HMS Hermione: The second reunion will take place at the Royal Sailors' Home Club, Portsmouth on Oct. 1. It is intended to form an HMS Hermione (F58) Association if enough people are interested. Details from Bazz Calver, 20 Pirie Rd., West Bergholt, Colchester CO5 3TA (tel. 0206 241181).

Wartime Ark Royals Assn. will hold their annual reunion in Portsmouth on Oct. 23-24. Details from G. E. Denny, 25 Andover Lodge, 94-98 Parkstone Rd., Poole, BH15 2QE (tel. 0202 716673).

HMS Carysfort: Anyone interested in attending a reunion contact CCCT D. Swford, Senior Rates Mess, HMS Warrior, Northwood, Middx.

SOCAL (London Branch) will hold a dinner in HMS President, Victoria Embankment, on Nov. 6. Tickets, £20, are available from Alex Wingrave, 58 Tintern Rd., Carshalton, Surrey SM5 1QQ (bookings close Oct. 25).

Hawke Division Artillery Apprentices, RNATE, Torpoint 1941: A reunion will be held on Oct. 26. Details from Don Cole, 7 Homefield Rd., Drayton, Portsmouth PO6 1RB (tel. 0705 385353).

Combined Ex-Services Assn. of Bridlington will hold their annual conference and reunion at Bridlington on June 17-19. Details from Mags Whittlesea, 6 Springfield Ave., Bridlington YO15 3AA.

Keppel Entry, Aircraft Artificers, 1944: A 50th anniversary reunion is being arranged for Aug. 27, 1994. Details from Tom Holland on 0705 377378.

Exmouth (Fisguard) and Duncan (Caledonia) Artillery Entry, 1946: A 47th anniversary reunion "Skittle" weekend will be held at the Westward Inn, Lee Mill, Plymouth on Oct. 16. Details from Ivor Norsworthy on 0752 663330 (ansaphone) leaving name and contact details or write to him at 22 Thornhill Rd., Mannamere, Plymouth PL3 5NE.

HMS Arethusa Assn. will hold their fifth reunion in Stratford-upon-Avon on Nov. 19-20. Details from Tom Sawyer, 4 Victoria Rd., Wood Lane, Rothwell, Leeds LS26 0AA (tel. 0532 829531).

RN Patrol Service will hold their next reunion in Lowestoft on Oct. 4-9. Details from J. J. Dunn, 12 Grampian Way, Oulton Broad, Suffolk NR32 3EW (tel. 0502 564344).

H Boat Assn. (HMS ships Hecla, Hydra, Hecate and Herald 1965-93) held their first reunion in Portsmouth in July attended by 42 members and guests. The next AGM and reunion will be held in Plymouth on Sept. 24, 1994. Membership details, enclosing s.a.e., from Mr J. (Joe) Erskine, The Elms Guest House, 48 Victoria Rd., South, Southsea, Hants. PO5 2BT (tel. 0705 823924).

HMS Renown Assn. (1939-48) will hold their next reunion at the Royal Fleet Club, Devonport on Oct. 2. Details from John Roche, 71 Glenholt Rd., Glenholt, Plymouth, Devon PL6 7JD (tel. 0752 775926).

Operation Avalanche, Salerno 1943: The LST and Landing Craft Association will meet at the RN War Memorial, Southsea on Sept. 9 to commemorate the 50th anniversary of the operation. Details from Bob Tanner, 60 May Tree Ave., Findon Valley, Worthing, West Sussex BN14 0HP (tel. 0903 873282).

HM ships Hecla, Venomous and Marne (1940-42): Survivors, rescuers and anyone associated with the disaster (including relatives) are invited to attend a reunion at the George Hotel, Solihull on Nov. 11-14. Details from Harry Cliffe, Post Office Lane, Norley, Warrington, Cheshire WA6 8JJ (tel. 0928 788181).

HMS Galatea (1939-41): Anyone interested in attending a reunion (last one held in 1985) contact Rex Powditch, 19 Field End, Badshot Lea, Farnham GU9 9HZ (tel. 0252 716 980).

HMS Devonshire Assn. (1960-83): Anyone interested in attending a reunion next year contact Sandy Saunders, 6 Ty-Brit, Dingestow, Monmouth, Gwent (tel. 0600 83435).

HMS Spartan (sunk Anzio, Jan. 29, 1944): Survivors are advised that the commemorative reunion will be held in Birmingham on Jan. 29, 1944. Details from G. R. Smith, 6 Sharrow Rd., Wigston, Leicester LE18 1DY (tel. 0533 883484).

Aircraft Handlers' Assn. will mark the 50th anniversary of its formation with a reunion and dinner at the Norbreck Castle Hotel, Blackpool on April 7-9 1995. Details from Ian Beard, 6 Meadow Cres., Castle Donington, Derby DE74 2LX (tel. 0332 850471).

HMS Westcott Club will hold their annual reunion weekend in Chester on Oct. 15-17. Details from C. W. Fairweather, Stable Cottage, Colchester Rd., West Bergholt, Colchester CO6 3JQ (tel. 0206 240614).

HMS Illustrious (Southern Branch) will hold their annual reunion and AGM at the Province of Natal Hotel, Weymouth on March 4-7. Details from Bob Pittman, 276 Silverdale Rd., Earley, Reading, Berks. RG6 2NU (tel. 0734 264441).

British Pacific Fleet and East Indies Fleet: A reunion will be held in Portsmouth on Sept. 2-3 1995. Details from Mansel Evans, "Bryn Deryn", Lonyr Eglwys, St. Bride's Major, Bridgend, Mid. Glamorgan CF32 0SH (for ships) or Dennis Gardiner, 116 Folly Lane, Stroud, Glos. GL5 1SX (for ex-FAA personnel). Please enclose s.a.e.

North Russia Club will hold their annual reunion at The Swallow Hotel, Eagle Dr., Northampton on Oct. 23. Details from Les Jones, 35 Neargates, Charnock Richard, Chorley, Lancs. PR7 5EY (tel. 0257 791632).

HMS Dainty Families Assn. will hold their first reunion at the Hilton National Farnington, Portsmouth on Oct. 15, 1994. Details, enclosing s.a.e., from Peter Hillman, 21 Lincoln Ave., Rose Green, Bognor Regis, West Sussex PO21 3EJ (tel. 0243 265901).

Fortyniners' Assn. (HMS Constance 1949-51): An association is currently being formed — details from Ernie Balderson, 43 Old Place, Sleaford, Lincs. NG34 7HR (tel. 0529 413410).

HMS Caledonia, Collingwood Division (1940-43): Bill Dennis, 4 Kashmir Close, New Haw, Addlestone, Surrey KT15 3JD (tel. 0932 852267) would like to hear from former shipmates with a view to holding a 50th anniversary reunion.

HMS Ajax (and River Plate): A reunion will be held at the Union Jack Club, London on Oct. 27. Details from E. Smith, 18 Will Adams Court, Jeffery St., Gillingham, Kent ME7 1ZE (tel. 0634 571608).

HMS Orion (1934-48): A reunion will be held at the Fleet Club, Devonport on Oct. 7-8. Details from Derek Kent, 54 Downhills Park, Blundellsands, Liverpool L23 8ST (tel. 051 924 4496).

1st Destroyer Flotilla (1942-45) Assn. will hold a reunion and AGM at the Royal Sailors' Home Club, Portsmouth on Oct. 29-31. Details from Arthur Renshaw, 1 Western Ave., Nantwich, Cheshire CW5 7AH (tel. 0270 624006).

Telegraphist Air Gunners Assn. will hold their annual dinner-dance at the Forte Posthouse, Crick, Northants on Oct. 2. Details from Stewart Crawford, 27 Glenville Gate, Busby, Glasgow G76 8SS (tel. 041 644 5080).

Ex-Naval Medical Staff, Sick Berth Staff, Wren SBAs, VAD, Nursing Sisters and Medical Officers are invited to attend a get-together at The Cricketers' Pub, Sturdee Ave., Gillingham, Kent. Details from Dave (Lofty) Humphreys, 22a Newlands, St. Mary's Bay, Romney March TN29 0EY or Adrian (Taffy) Condon, 40 Windsor Dr., Sittingbourne, Kent ME10 1UN.

River Plate Veterans Assn. will hold a 54th anniversary reunion at the Astor Hotel, Elliot St., Plymouth on Dec. 11. Details from Mr R. A. Fogwill, 96 Hartop Rd., St. Marychurch, Torquay, Devon TQ1 4QJ (tel. 0803 327262).

HMS Swiftsure Assn. will hold their second reunion in late Sept. Details from David George, Magnolia, Royce Way, West Wittering, Chichester, Sussex PO20 8LN (tel. 0243 514583).

HMS Dulverton (sunk Nov. 13 1943): Survivors and relatives are invited to attend a memorial service at All Saints Church, Dulverton, Somerset on Nov. 14. Details from C. R. Scorns, 28 Nicholas Close, Brushford, Dulverton, Somerset TA22 9AN.

17th Destroyer Flotilla Assn. (O Boats) will hold their AGM and reunion dinner at the Royal Sailors' Home Club, Portsmouth on Sept. 11. Details from R. E. Smith, Tumblewood Cottage, Brightley, Okehampton, Devon EX20 1RR (tel. 0837 54758).

HMS Tattoo (1943-46): The seventh reunion will be held at the Royal Sailors' Home Club, Portsmouth on June 15-16. Details from Arthur (Joe) Rue, 30 East Dr., Blunsdon Abbey, Swindon, Wilts. SN2 4DP (tel. 0793 724490).

HMS Ramilles Assn. will hold their next reunion at the Sandringham Hotel, Osborne Rd., Southsea on April 22-25. Details from Eric S. Marks, 3 Kendal Ave., Thornton Cleveleys, Lancs. FY5 2LY (tel. 0253 826300).

HMS Columbine (K94) Old Hands' Assn. will hold their next reunion at the North Eastern Hotel, Fleetwood, Lancs. on Sept. 18. Details from Jim Heys, 3 Water Lane, Edenfield, Bury, Lancs. BLO 0LU (tel. 0706 82 5230).

NCS Branch: Reception to be held on Saturday, September 25 at the Reserves Bar, The Naval Club, 38 Hill Street, London W1, from 1200-1500. Details from Cdr Paula Vokes WRNR, 61 Meadowside, Cambridge Park, East Twickenham, Middx TW1 2JU.

HMS Royal Arthur: Reunion for ex-students and those who completed courses at Leadership and Management School, Whale Island, will be held at Avonmouth, Bristol, on Saturday, October 2. Details from PO(SCC) Lynda Rich, Flat 2 Taverner Close, Sholing, Southampton.

Ships postcards to collect

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

Only postcards of ships listed here are available.

Abdiel (1968, 1980), Achernor, Achilles, Active (1978, 1987), Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981, 1992), Anglesey, Antelope, Antrim, Apollo (fast minelayer), Apollo (frigate 1972, 1975, 1985), Archer class (Example and Explorer), Ardent, Arethusa (1970, 1977), Argonaut (1972, 1980), Argus, Ariadne (1973, 1985, 1990), Ark Royal (strike carrier 1956, 1970), Ark Royal (1986), Ark Royal and Illustrious (one card), Armada, Arrow (1977, 1989), Artherstone, Ashanti (1972, 1975), Auriga, Aurora (1971, 1985), Avenger.

Bacchante, Barrosa, Battleaxe, Beagle (1969, 1993), Beaver (1985, 1992), Belfast, Berkeley, Bermuda, Berry Head, Berwick (1962, mod 1, 1983), Bicestor, Bildeston, Birmingham (1977, 1982, 1987), Biter, Blackpool, Blackwood, Blake (1961, 1969), Blazer, Blue Rover, Boxer (1984, 1991), Brave Borderer, Brave, Brazen, Brecon (1980, 1992), Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974, 1980), Broadsword (destroyer 1962), Broadsword (frigate 1979, 1992), Brocklesby, Bronington, Bulldog (1973, 1990), Bulwark (1955, 1979).

Cachlot, Cambrian, Cambeltown, Camperdown, Caprice, Cardiff (1980, 1989), Carron (destroyer 1960), Carron (mine-sweeper 1985), Carysfort, Cattistock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chatham, Chevron, Chichester (pre-mod), Chiddingfold, Churchill, Cleopatra (1970, 1977, 1988), Conqueror (1972, 1989), Cornwall, Corunna (pre-mod, mod), Cottesmore, Courageous (1973, 1987), Coventry (1979, 1989), Cumberland (1957, 1989), Cygnet (1978, 1988).

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1979), Diamond, Diana, Dido (1965, 1979), Diligence, Diomedea, Dreadnought, Duchess, Dulverton, Dumbarton Castle (1983, 1991), Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1969, 1977, 1988, 1993), Engadine, Eskimo, Euryalus (1976, 1986), Excalibur, Exeter (1981, 1991), Explorer, Exmouth.

Falklands Island Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (1967, 1982, 1990), Fife (1967, 1982), Finwhale, First Fast Training Boat Squadron (HM Ships Cutless, Sabre, Scimitar on one card), Fort Austin, Fort Grange (1978, 1991), Forth.

Galatea (1968, 1984), Gambia, Girdle-

HMS Ark Royal and Devonport Big Ships: Senior rates reunion will be held in the WO and SR's Mess, Saturday, October 30, with cabaret and buffet dance. Tickets, £8.50 each from Mike Bennett, 6 Launceston Close, Southway, Plymouth PL6 6DD (tel. 0752-778432). Service contact — WO Andy McDonald, HMS Drake ext. 67158.

T.S. Superb, Stafford: Golden Jubilee Dance, Saturday, November 20 at the Hawthorn Country Hotel, Penkridge. Tickets £10 inc buffet. All former offices, cadets, parents, friends welcome. Contact Mr D. Bromfield, 5 Cheadle Close, Penkridge, Stafford ST19 5EN (tel. 0785-713573).

HMS Brecon L76 (1942-45): Reunion of old shipmates, Brecon, South Wales, Sat 30th Oct. Details from Doug Stevens, 29 Horselers, Hemel Hempstead, Herts. HP3 9UH, tel. 0442-251839.

HMS Royal Oak: Reunion of survivors will take place on October 15 at the RNO, Lake Road, Portsmouth, Saturday, October 15 — Service at War Memorial Southsea, social evening at Royal Marine Club, Eastney 1930, Sunday, October 17 — Memorial Service at St Anne's Church, HM Naval Base at 1000. Details from Mr H. J. Instance, Hon Sec Royal Oak Assn. Flat 8, New Priory Gdns, West Street, Portsmouth, Hants PO16 9UH (tel. 0705-388960).

HMS Warspite (Washington Naval Shipyard 1941): Reg Morgan, 1000 Camas, Coulee Dam, WA 99116, USA (tel. 509-633-1579) is trying to locate Victor (Vic) Cole who served in Warspite when she was in for repair at Bremerton Washington Shipyard.

HMS Capel (1944): Mr G. Walker's father, Lieut. John Walker, was lost when ship sunk in Channel 26 Dec 44. He would like to contact any survivors. Contact him at 4 Tui Street, Takapuna 1309, Auckland, New Zealand, or Eddie Hale in County Down, N. Ireland (tel. 0247-861407).

HMS Sunk Head Fort (1942-45): Mr A. T. Smith, 3 Pulborough Avenue, Eastbourne, Sussex BN22 9QX, would like to hear from former shipmates, especially ex-RMs John Starkey, Les Fleming, Cpl. K. Hall and L/Sto Jock Tough.

HMS Danae — Falmouth (1933-42): Ex-stoker Ernie (Sam) Small is seeking ex-shipmates from Danae, Capetown, Falmouth, Shoreham, Falmouth. Contact him at 26a Maellor Street, Waikanae, New Zealand.

Coastal Forces Veterans' Assn: Anyone who served as an officer, rating or Wren in Coastal Forces is invited to contact the Coastal Forces Veterans' Assn at Newton Lodge, Faringdon, Oxon SN7 8PY.

ness, Glamorgan (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer 1980), Glasserton, Gloucester, Gold Rover, Grafton, Grenville, Guernsey (1978, 1991), Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecla, Herald (1976, 1993), Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft (HM Ships Wolverton, Beauchamp, Wasperton, Yarnston, Monkton on one card), Hubertson, Hurworth, Hydra, Illustrious, Intrepid (1968, 1979, 1990), Invincible (1981, 1989), Iron Duke, Itchen, Jaguar, Jersey (1977, 1988), Juno (1970, 1986, 1990), Jupiter (1969, 1979), Jutland, Kellington, Kent (1964, 1975), Kenya, Kestrel, Kingfisher, Kirkistoun.

Lancaster, Layburn, Leander (pre-mod, mod), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer, 1982, 1992), Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964, 1980, 1987), Londonderry (1968, 1980), Lowestoft (1964, 1982), Lyness, Lynx (1957, mod 1, mod 2).

Maidstone, Manchester, Manxman, Marlborough, Matapan, Maxton, Mermaid, Middleton, Minerva 1968, 1979), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk (1970, 1990), Nottingham (1983, 1992), Nubian.

Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus (pre-mod, 1984), Olwen, Onslaught, Onyx, Opposum (1977, 1989), Opportune, Oracle, Orkney, Orpheus, Osiris (1965, 1988), Otter, Otus (early and 1975).

Pallister, Peacock, Penelope (1971, 1982), Peterel and Sandpiper (one card), Phoebe (1972, 1978), Plymouth (1963, mod 1, mod 2), Pollington, Porpoise (1959, 1979), Protector, Puma, Quorn.

Raleigh Inshore Squadron (Manley, Mentor, Millbrook on one postcard), Rapid, Reclaim (1966, 1974), Redpole, Relentless, Reliant, Renown (1972, 1993), Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyl, Roebuck (1966, 1987), Rorqual, Rothesay (1970, 1981), Russell.

St David, Salisbury (1957, mod), Sandown, Sandpiper and Peterel (one card), Scarborough, Sceptre, Scorpion, Scylla (1962, 1984, 1991), Sealion (1962, 1984), Sheffield (cruiser), Sheffield (destroyer), Sheffield (1988), Sheraton, Shetland, Shoulton, Sidlesham, Sir Galahad, Sir Geraint, Sirius (1968, 1978, 1983, 1991), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign (1976, 1990), Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromness, Stubbington, Superb (1977, 1988), Swiftsure.

Taciturn, Talent (1958, 1990), Tartar (1964, 1974, 1982), Tenacity, Tenby, Theodos, Tidepool, Tidesurge, Tiger (1959, 1973), Tireless, Token, Torbay, Torquay (1960, 1976), Trafalgar, Treantant, Triumph (escort maintenance vessel), Triumph (submarine), Trowbridge, Trump, Turbulent, Tyne.

Ulster, Undaunted, Undine, Unseen, Upholder, Ursa, Vanguard, Victorious, Vidal, Vigo, Valiant, Wakeful (frigate), Wakeful (submarine tender), Walney, Walrus (early, 1972), Warrior, Warspite (1969, 1982), Whitby, Wilton (1973, 1991), Woolaston, Yarmouth, York, Zest, Zulu (1966, 1982).

Over to You

HMS Penelope, Sept. 1942: Mrs Zena Jaynes, 50 Bresler House, Withington Close, Paulsgrove, Portsmouth PO6 4DJ would like information concerning her brother Leslie Phillips who was washed overboard in Sept. 1942 while returning to Plymouth from the USA.

Motor enthusiasts: Samantha Bottrill, BBC Motoring Unit, Rm 512, BBC Pebble Mill, Birmingham B5 7QQ (tel. 021 414 8888 or fax 021 414 8181) would like to hear from those for whom motoring consumes their every moment. She's looking for the unusual, the spectacular, the eccentric and the quirky.

Second World War stories: Mrs J. Clifford, 4 Bramble Gardens, Off Aspley Park Dr., Aspley, Nottingham N8 3EH is completing her father's novel, partially-written before he died and would like to hear from readers who may have stories about their service which could be used for the book — the main character serves in a small frigate, carrying out escort duties around the Gulf of Aden, visiting such places as Steamer Point, Mombasa, Madagascar and Cape Town.

Miss Weston's Naval Brigade: Mrs Ethel Mickle, Hon Sec. Assn of Wrens, is seeking information on a cap tally she has bearing this title. Please contact her at 9 Pitstruan Place, Aberdeen AB1 6PQ (tel. 0224-572210).

HMS Belfast 1961-62: Ex-Royal Marine John Campbell, 11 Gladys Avenue, Portsmouth PO2 9AX (tel. 0705-612855) lost his Cruise Book in a fire and would be grateful if anyone could provide a replacement copy.

HMS Barrosa, Troubridge: Ron White, 53 Coleridge Crescent, Goring BN12 6LU (tel. 0903-501634) is seeking cap tallies of these ships.

Sole survivors: Capt. James Wise Jr USN(Retd) is researching maritime incidents when a single individual has survived the sinking of a naval or commercial ship due to combat, collisions, weather etc. Any such survivors, or those with knowledge of, please contact him at 6118 Redwood Lane, Alexandria VA 22310, USA.

HMS Gothland 1942: Mrs Jordan (tel. 0934-732974) is seeking information from ex-ship's company members of this Hunt-class destroyer, adopted by the village of Compton Bishop during "Warships Week" 1942.

HMS Drake 1949: Sheila Woolley, 56 Branksome Drive, Filton, Bristol BS12 7EF (tel. 0272-696006), tracing family history, seeks information on Theodore Joseph Paul, a commissioned master-at-arms in the war, last known at Drake in 1949. He was related to her father, Alexandra Curber RN.

Calling Old Shipmates

Slapton Sands, April 1944: US LSTs 507 and 531 were sunk by E boats on 28 Apr 44. Eugene E. Eckstam MD, 2118 20th Ave, Monroe, WI 53566 USA (tel. 608-325-2559), a survivor, would like to hear from anyone involved in the action.

HMS Plymouth, HMS Berwick 1973-76: Ex-LCK Don Girvan would like to hear from any shipmates (and from HMS Seahawk 76-78). Contact him at 13 Vachell Court, Llantwit Major, S. Glamorgan CF6 9LS.

HMS Lincoln (1962-): J. Cusden, 11 Downfield Drive, Plympton, Plymouth PL7 3DP would like to hear from Tom Mullarkey (last known address Beckett Street, St Helens, based at HMS Cambridge 1962).

214 Squad, Royal Marines Deal: Mr L. Ryan, 35 Bayview Road, Browns Bay, Auckland 10, New Zealand would like to hear from any ex-members of 214 Squad.

Sphinx Camp, Alexandria 1942: George White (ex-NAAFI rating) would like to hear from old pal Steven (Taffy) Knox who served with him in Egypt and later in Greece. Please contact him at 37 Albany Road, Gillingham, Kent ME7 4HP.

Combined Ops (Landing Craft) 1943: Ex-Telegraphist George Greaves, 2 Pleasant Row, Hastings, E. Sussex would like to get in touch with other "combined operators" who manned LCTs from Malta regarding verification of qualifying for Malta GC 50th Anniversary Medal.

D.E.M.S. Newport 1944: Gilbert Swan, 25 Bourn Lea, Shiny Row, County Durham DH4 4PG (tel. 3852462) would like to get in touch with ex-Lieut.-Cdr Charles E. Groves.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

The Allied invasion of the Italian mainland required the support of a massive fleet of ships, from battleships and aircraft carriers to mine-sweepers, while submarines were active against ships evacuating German troops from Sardinia.

The ill-fated operation to occupy the Italian-held islands in the Aegean made heavy demands on our destroyers, a number of which were lost to German air attack.

Although U-boats had returned to the North Atlantic merchant shipping losses remained low, but the introduction of the German homing torpedo caused escort losses.

Principal events included:

1: 3 Commando Brigade Royal Marines formed from HQ 102 RM Brigade.

3: 8th Army crossing of the Straits of Messina supported by two cruisers, six destroyers and five monitors.

6: HMS Puckering sunk by U-617 40 miles from Europa Point, Gibraltar.

7: HM submarine Shakespeare sank Italian submarine in Gulf of Salerno. RCAF Wellington sank U-669 in Bay of Biscay.

8: Italy surrendered. MTB 77 sunk by aircraft off Vito Valentia.

9: Operation Avalanche: Allied landing at Salerno. HM submarine Unshaken took Italian submarine in Straits of Otranto and escorted her to Malta. Italian battleship Roma sunk by German glider bomber off Sardinia.

10: HMS Abdiel, landing troops in Taranto Harbour, mined and sunk with heavy loss of life.

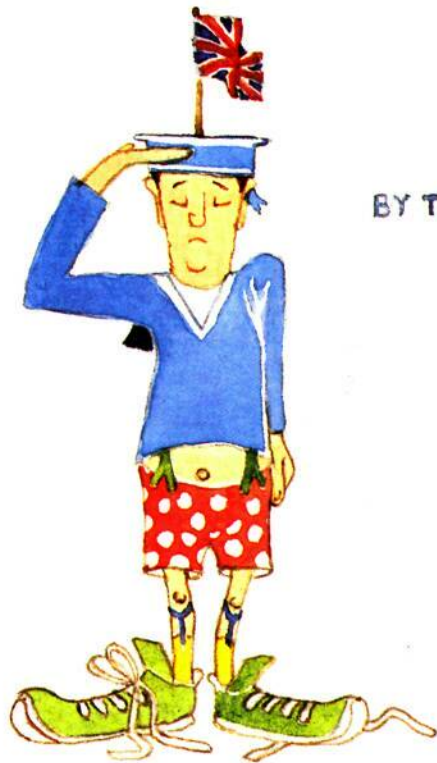
11: HM ships Haarlam, Hyacinth and HMAS Woolongong damaged U-617 in Straits of Gibraltar. Submarine beached next day in Spanish Morocco. Italian Battleship arrived Malta for internment.

15: HM ships Valiant and Warspite bombarded enemy positions near Salerno, a critical contribution to the land battle.

19: RCAF Liberator sank U-341 in Atlantic.

20: U-boats carried out three successful homing torpedo attacks in N. Atlantic: HMS Lagan towed to port but total loss, HMCS St Croix and HMS Polyanthus sunk, RAF Liberator sank U-952 in N. Atlantic.

21: HM submarine



BY THE NAVY



FOR THE NAVY



Whether you're in or out of the RN or RM ... whether you're single, married or divorced ...



disabled or fit ...



wherever you go ...



if you're in financial distress

...the **RNBT** can help



you and your dependants!

ROYAL

NAVAL

**BENEVOLENT
TRUST**

Head Office:
1 High Street
Brompton
Gillingham, Kent ME7 5QZ
(0634) 842743

Grants Secretary:
311 Twyford Ave
Portsmouth
PO2 8PE
(0705) 660296

A group of five people are on the deck of a boat. In the center, a man in a white shirt is bowing over a large Union Jack flag that is draped over the side of the boat. To his left, a woman in a floral dress is smiling. To his right, a woman in a white shirt is also smiling. Further right, two men in white uniforms are standing, one of whom is looking at the man bowing. The background shows a coastal town with many buildings and a large hill in the distance. The entire image is framed by a red border.

NEWS HOUNDS ARE ON A ROLL



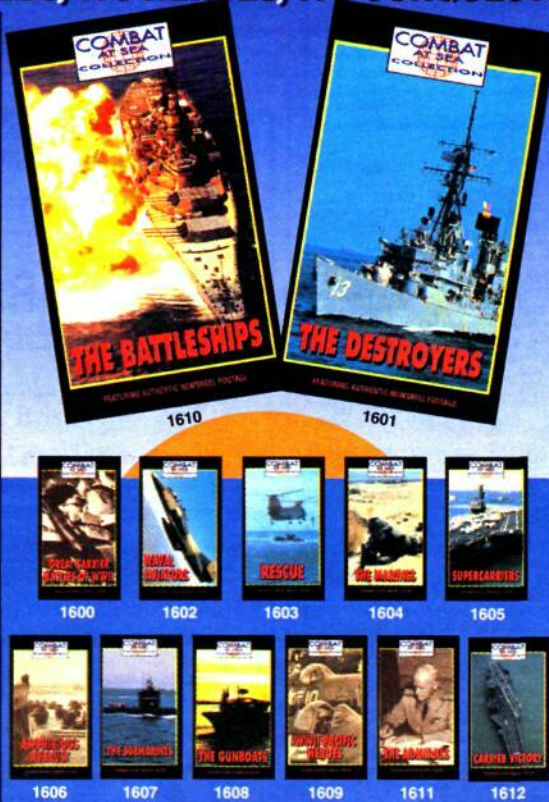
Future growth at club

What a catch

**COMBAT
AT SEA
COLLECTION**

FREE

EXCLUSIVE - this collection is only available through this offer and has never previously been released in the UK



NAVY NEWS 26/7/83

Norfolk flies the flag

REPRESENTING Britain and the Royal Navy at the Keil Week Festival this year was HMS Norfolk, arriving at the German city by way of a 60-mile transit through the Keil Canal.

One of the largest festivals of its kind, this year "Keilerwoche 93" hosted warships from Britain, France, the United States and Russia.

HMS Norfolk hosted 2300 visitors on Open Ship Day, and at an evening reception, officers from the Russian ship Nastoschiw — the newest Sovremenny-class destroyer, were among the guests.

The week-long visit allowed the ship's company to enjoy the delights of the city and its festival and to mix with their fellow sailors from other nations.

Time was also taken during the visit for a wreath-laying ceremony at the nearby Nordfriedhof Commonwealth War Cemetery.



Photographs — Above, RO Jim Kerr with sailors from the French replenishment tanker Somme and the Russian destroyer Nastoschiw on Norfolk's flightdeck.

Right, HMS Norfolk transits the Keil Canal.

Pictures by LA(Phot) Richard Matey



SCARS THAT ARE NOT JUST SKIN-DEEP

MENTAL casualties of war far outnumber physical casualties — but luckily most of them recover, writes Major Colin Crawford, Director of Fundraising at Combat Stress.

Too many of them don't, however, and rely for the rest of their lives on us to provide a measure of comfort and reassurance.

Amongst 3,000 men and women who receive help each year from Combat Stress (the Ex-Services Mental Welfare Society), are over 430 retired members of the Royal Navy and Women's Royal Naval Service.

They suffer because the wounds they received, the stresses they bore, the experiences they underwent, proved more than they could bear.

Since the Society was founded in the first days after the 1918 Armistice, the plight of these casualties has mostly been funded by those who lived through the same agonies, and their relatives. There were few families between 1914 and 1945 whose lives were not affected by the loss or serious injury of a loved one in either of the two world wars. Through the forties and fifties, National Service kept the possibility of war and injury to the forefront of most families' lives.

Though we are now at peace, the commitments of today's Armed Forces are many. Everyone is aware of major engagements such as the Falklands War and the Gulf conflict; and the Navy has often been called upon, most recently in the Adriatic, in support of our United Nations contingent in what used to be Yugoslavia.

But because we are "at peace", and because knowledge of the stresses and strains of battle or internal security operations is now so much less widely spread, few younger people sympathise with the mentally wounded ex-Serviceman or woman.

Yet it is these younger people who will ensure the Society can operate into the next century, offering help which is vital to its patients, especially the older ones who are wartime casualties, perhaps of the Battle of the Atlantic, or Russian convoys.

Who better to understand this tragic situation than the Service men and women of today? Which is why Combat Stress is asking to be added to the list of good causes that members of the Royal Navy have always generously supported.

COMBAT STRESS

WITH EX-SERVICES MENTAL WELFARE SOCIETY

Patron: H.M. Queen Elizabeth The Queen Mother
President: General Sir Charles Huxtable, KCB, CBE
Head Office: Broadway House, The Broadway, Wimbledon, London SW19 1RL

Dear friend

Do you ever pause and thank God you are fit and well and enjoying life? Although today's Navy is engaged mainly in a peace keeping role it hasn't always been so. From the second World War through to the Falklands and, more recently, the Gulf war the Royal Navy has played its part. Winning those wars cost your predecessors dear — not only those who died but also those who survived but now live in endless misery as a result of their experiences constantly relived in their minds.

Since 1939 nearly 25,000 men and women have asked the Ex-Services Mental Welfare Society for help — over 3,000 still do! Men like Joe who had four ships sunk beneath him during the war and whose later life was bedevilled by an anxiety neurosis; or Fred whose head wounds from shrapnel in the Korean war have meant that he could never hold down a job subsequently. Or Alan, a Falklands Campaign Petty Officer, with severe burns as the result of an Exocet strike which has affected his temperament ever since.

They will never live in peace... and never forget. But they deserve our help and they get it from the Ex-Services Mental Welfare Society who have been providing assistance since 1919.

This advertisement shows how the Society helps. It also suggests ways you can help. Please do!

Spike Milligan



COMBAT STRESS

WITH EX-SERVICES MENTAL WELFARE SOCIETY

Patron: H.M. Queen Elizabeth The Queen Mother

GENERAL

The Society is the only organisation in helping men and women of all ranks suffering from psychiatric disability who have served in the Armed Forces or Merchant Navy. The Society's activities include limited financial help to the sufferers and their families where necessary, assistance with claims and appeals for War Disability Pensions and short-term homes for respite care, treatment and rehabilitation. There is also a permanent home for Veterans with nowhere else to live which provides accommodation for men only. The Society's Welfare Officers visit men and women in their homes. They also visit patients in psychiatric hospitals at least once each year.

ORGANISATION

The Society covers the whole of the United Kingdom and Eire. Its Headquarters are in Wimbledon, with offices in Manchester, Cambridgeshire, Ayrshire, Belfast and Somerset. Welfare Offices are based at each office.

FINANCE

The Society requires over £2 million a year based on 1992 figures to fulfil its minimal obligations. The money is largely subscribed by private donation, but allowances and grants are made by Central and Local Government in support of individual patients at Tyrwhitt House, Hollybush House and Kingswood Grange.

TREATMENT CENTRES



TYRWHITT HOUSE, Leatherhead, Surrey (30 Beds)

This is a small, comfortably-furnished Home with a country-house atmosphere. The routine and surroundings are designed to achieve maximum benefit in a short time. Treatment by qualified nursing staff is carried out under medical supervision. There is an Occupational Therapy facility.



HOLLYBUSH HOUSE, By Ayr, Ayrshire (25 Beds)

This former hotel has been converted to serve as a Treatment Centre. It is similar to Tyrwhitt House and serves patients primarily from Scotland, Northern Ireland and the northern Counties of England. There is also a Cottage where a carer can accompany a visitor who cannot visit alone.

VETERANS' HOME



KINGSWOOD GRANGE, Lower Kingswood, Surrey (46 Beds)

This provides permanent residence with nursing cover for elderly ex-Servicemen who suffer from psychiatric disability and are no longer capable of working. It has the same country house atmosphere as the other Homes and is registered under Part III of the National Assistance Act. The Home is under the control of a qualified SRN/MRN.

Please enclose in envelope and post, FREE with your donation, to: COMBAT STRESS, FREEPOST, LONDON SW19 1YY

Dear Spike

YES, I would like to support the work of the Ex-Services Mental Welfare Society and help my Navy colleagues with a donation of ☐ £100 ☐ £50 ☐ £25 ☐ £10 ☐ £5 ☐ £ other.....

☐ I enclose my cheque/P.O. (made payable to: the Ex-Services Mental Welfare Society)
☐ Please debit my Visa/Access card with sum above

Expiry date

Name (PLEASE PRINT)

Address

Postcode

Signature

FREEPOST
—no stamp needed. Simply
address envelope
and post.

Data Protection Act: We never make known to commercial organisations the names and addresses of our supporters. However, by allowing other fundraising organisations to write to our supporters, we can benefit. If, when making your donation, you would prefer not to receive those communications, please tick the box ☐

Thank you for your gift.
Simply address envelope and post.
No stamp needed.

HOW TO MAKE YOUR GIFT WORK EVEN HARDER...

If you would like to make a regular donation, please consider signing a Deed of Covenant. This allows us to reclaim the income tax you have already paid on your donation. Please send me a Deed of Covenant and the Banker's Order form. Tick box ☐

Reg. Charity No 206002

WE HELP YOUNG, FIT, HEALTHY EX-SERVICEMEN OVERCOME

THEIR HANDICAPS. Not many employers look for young men skilled in unarmed combat. They prefer slightly more marketable skills, like accounting and information technology. Fortunately, The Royal British Legion can offer you a helping hand. We have training centres in both the North and the South of the country where ex-servicemen and their wives can pick up valuable skills. Like word processing and business management for example. In fact, we're spending £4 million on a new training centre at Tidworth alone. Sometimes we can lend you more than a hand, we can lend you money. Last year our Business Advisory Service arranged over £900,000 in interest free loans. We're also just as busy after hours. We have social evenings and clubs where you can enjoy the laughs you had with your mates in the forces, out of the forces. If you'd like to know how we can help you, or would like to become a member of The Royal British Legion, send off the coupon below. Your small membership fee will go towards the cost of our higher profile activities, helping old, disabled and ill ex-servicemen overcome their handicaps.

☐ I would like more information on how The Royal British Legion can help.

☐ I would like to become a member. ☐ I would like to make a donation.

Name.....

Address.....

Postcode.....



I enclose a cheque made payable to The Royal British Legion for £.....

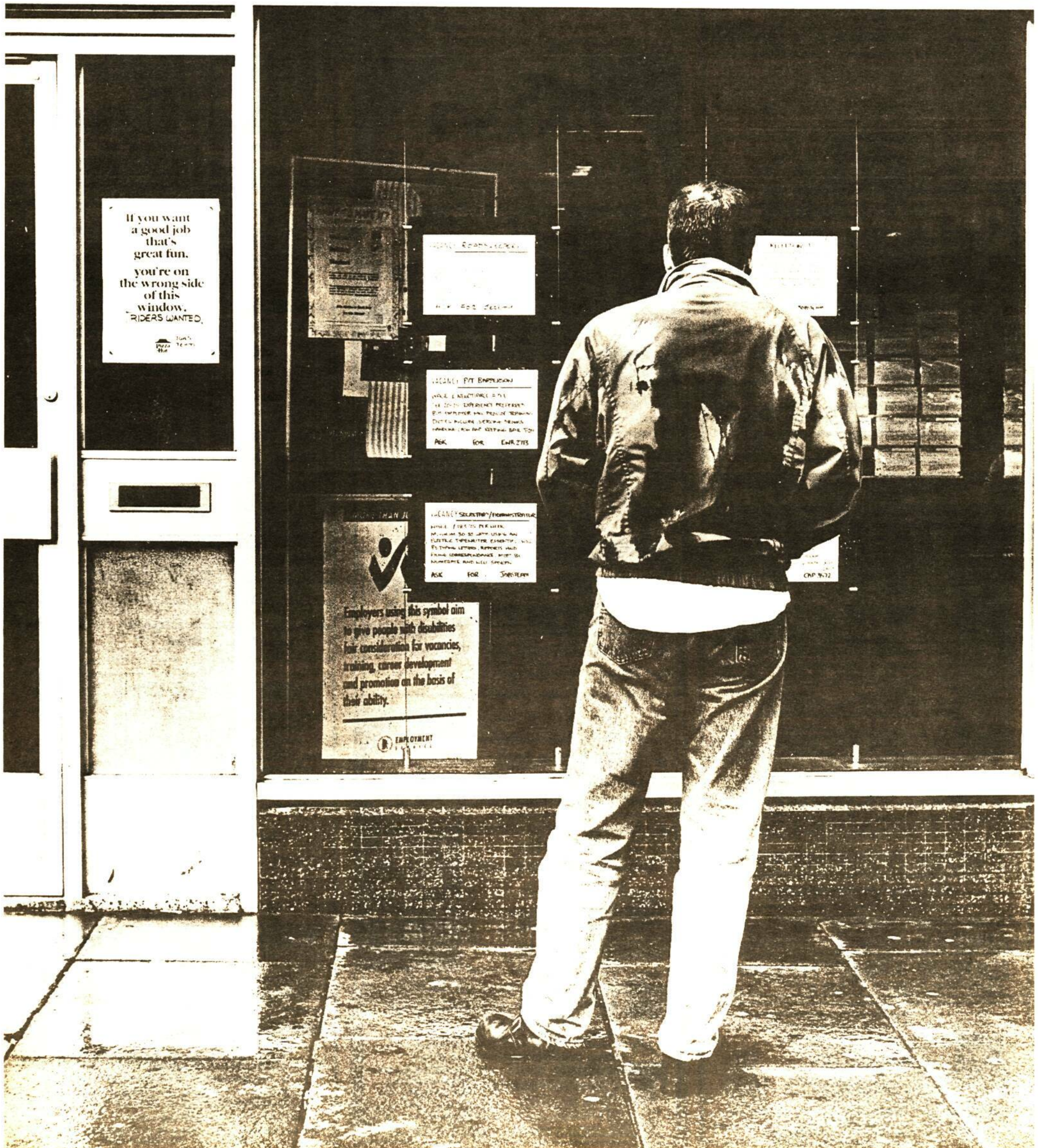
I would like to donate £..... using my..... credit card

number.....

Expiry Date..... Signature.....

Please send to The Royal British Legion, 48 Pall Mall, London SW1Y 5JY.

JOBACEN





NEWLANDS SCHOOL(S) SEAFORD, EAST SUSSEX

THE PREPARATORY
(7-13+)



THE MANOR
(13-18)

BOARDING, WEEKLY BOARDING & DAY

Some things we're proud of that we'd like you to consider:

- ★ Traditions which go back over 100 years and modern developments (including co-education) which enhance the quality of life
- ★ A family atmosphere of care and concern in our boarding communities
- ★ A style of discipline which is firm but friendly
- ★ A wide and challenging curriculum
- ★ Our very good academic and sporting records
- ★ Our wealth of extra-curricular activities in sport, music, drama, art, computing, scouting and hobbies
- ★ Our support Learning Unit which has a distinguished record of success in assisting dyslexic boys and girls and those for whom English is their second language
- ★ The partnership and links between the Senior and Junior Schools (ensuring academic continuity and facilitating regular contact between brothers and sisters attending both schools)
- ★ Our Service Families children who receive generous fees discounts
- ★ Our TRAVEL and ESCORT arrangements which include coaches to Southsea and Aldershot, minibuses to Kent and escorts to Luton, Heathrow and Gatwick Airports and London (Victoria Station).

Further information from:

THE PREPARATORY Tel: (0323) 892334

Headmaster: Roger C Clark BA, MA (ED)

THE MANOR Telephone (0323) 890309 Fax: (0323) 891599

Headmaster: Brian F Underwood MA, Dip.Ed (Oxon)

The Newlands Schools exist to provide education for boys and girls.
Reg. Charity No. 297606.

EXHIBITIONS '93

Despite the current recession, interest in Independent Schools remain high. Recent exhibitions, run by the Independent Schools Information Service, have seen record attendances and many parents will be visiting exhibitions at Bristol, Bath, Bournemouth and Exeter (full details on facing page). The Annual National Exhibition will be held at the Business Design Centre, Islington, between 8-10 October.

Exhibitions such as these, provide an opportunity for the whole family to wander round the stands of several schools to find out what they offer, to get some impression of their particular atmosphere, and to meet independent financial advisors who can offer advice on ways to meet fees. Many schools will be taking part. They represent the wide range offered by ISIS: boarding, day, single sex and co-educational, town and country schools covering the age range from 3-18. They cater for children of the highest ability, but the needs of the average or slow learners will not be overlooked. This area is particularly rich in the variety and quality of schools in ISIS. Most of them, while keeping up to date with the best modern educational practice, have not thrown overboard the traditional values of discipline, competition, hardwork, style and good manners on which much of their reputation depend.

ISIS exists to provide a service to parents who might otherwise find it difficult to locate and pinpoint the right schools for their children. "Our schools exist only because parents want them; they complement the maintained system by providing choice. Independent means fees, but there are ways of finding help," says ISIS regional director Colin Barham. Independent schools are the principal provider of boarding education. Such schools give stability for children whose education might otherwise be disrupted because of their parents' work. Such schools, whether day or boarding, seek to provide a challenge for children who might be functioning below their potential.



BOARDING AND DAY SCHOOL FOR BOYS AND GIRLS (3-18)

- An excellent standard of education provided by a fully qualified staff
- A well disciplined, friendly, caring environment with small classes. Top quality pastoral care and personal tutor system
- Excellent teaching facilities including a new computer laboratory, new music block and assembly hall matched by a full curriculum including thriving sport and extra curricular programme
- BTEC & GNVQ Level 3 Business & Finance & A Level Courses
- Daily transport from Torquay, Exeter, Bovey Tracey and Newton Abbot. Close to M5 and mainline rail station
- Bursaries for children of parents in the armed forces

TRINITY SCHOOL

Buckeridge Road, Teignmouth, Devon.

Tel. (0626) 774138

Trinity School is a charitable institution for the education of children.



ROOKESBURY PARK SCHOOL Wickham Hampshire PO17 6HT

Day and Boarding IAPS Girls' Preparatory School
(3-13 years)

An unrivalled setting with 14 acres overlooking farmland in the village of Wickham. A friendly and flourishing school with a newly established nursery department offering small classes and a balanced curriculum. Well equipped with science laboratory, swimming pool, tennis courts, athletics field, computer room and a new dining hall. Good preparation is provided for Common Entrance to all independent schools.

Rookesbury Park is a Registered Charity and exists to provide education for girls

A prospectus and further information
is available from the Headmistress:

Miss L. A. Appleyard
Tel: (0329) 833108



BEMBRIDGE SCHOOL

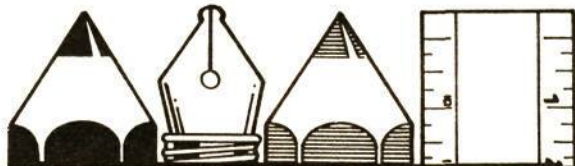
Bembridge, Isle of Wight PO35 5PH
Co-Educational Boarding & Day School

300 Pupils Senior School 13-18
Separate Junior School 7-13

- ★ Small classes and emphasis on individual attention
- ★ Excellent teaching facilities with wide range of subjects offered
- ★ Specialist help for children with dyslexia
- ★ Sailing, Golf Course, Duke of Edinburgh Award Scheme
- ★ Beautiful coastal setting with 10 acres of grounds
- ★ Supervised transport to and from the Island

Further details and prospectus from The Headmaster (0983) 872101

A Registered Charity which exists to provide education for children.



BOARDING OPPORTUNITIES IN HISTORIC WINCHESTER

- ★ High quality staff and accommodation
- ★ Places available in thriving, high-achieving schools
- ★ Full 11-19 provision, particular opportunities in music and sport
- ★ Access to Winchester, city of history, culture
- ★ No charge for tuition
- ★ The very best of the maintained sector — £1693 per term



KINGS' SCHOOL
ROMSEY ROAD
WINCHESTER
SO22 5PN

11-16
Co-educational
Comprehensive
Boys' boarding only
Tel: 0962 861161
Fax: 849224



PETER SYMONDS' COLLEGE
OWENS ROAD
WINCHESTER
SO22 6RX

16-19
Co-educational
Male and female
students boarding
Tel: 0962 852764
Fax: 849372



THE WESTGATE SCHOOL
CHERITON ROAD
WINCHESTER
SO22 5AZ

11-16
Co-educational
comprehensive
Girls' boarding only
Tel: 0962 854757
Fax: 840080

For details please contact the school or college quoting Ref: EB 2A

CHRIST'S HOSPITAL

Co-educational Boarding School - Horsham Sussex

Founded in 1552, Christ's Hospital is a major educational charity that aims to provide educational excellence in an ethos of care for children of families in need aged 11-18. Fee contributions are related to the family income and range from nil for families whose gross income is less than £10,150 to £10,185pa for families whose gross income is over £40,600.

Five Government Assisted Places available annually.
Admission also available at Sixth Form level.

Entry in September 1994 is limited to children born between September 1, 1982 and October 31, 1983 who will be eligible for examination on 5-6 January 1994. Closing date for application is November 20, 1993.

A number of places will be available in 1994 for children of commissioned officers or other ranks of the Royal Navy, Royal Fleet Auxiliary, Royal Marines and Royal Naval Reserve.

Applications are welcome from any families who feel that their children, boys or girls, might benefit from a boarding school education.

Further information from: Mrs Jill Wilkinson, Admissions Officer, Christ's Hospital, Horsham, West Sussex RH13 7YP. 0403 211293

Embley Park School

A Registered Charity which exists to educate children

Boarding and Day
Boys 11-18
Sixth Form Girls
16-18

Romsey, Hampshire
Tel: 0794 512206



SMALL SCHOOL
THINK OF THE
ADVANTAGES

- ★ Small classes
- ★ Individual attention
- ★ Flexibility



**FALCON
MANOR
SCHOOL**
I.S.A.I.

Independent Boarding and Day School
Co-Educational 130 pupils 9-18 years
Established 1891

- ★ Entry at any age
- ★ Small classes
- ★ Full range of abilities catered for
- ★ Specialist help for slow learners
- ★ Wide range of 6th Form courses
- ★ Caring and friendly community
- ★ Forces Fees - BSA plus 10%
- ★ Central for all main airports
- ★ All overseas pupils personally escorted to and from airports

For Prospectus please contact the Bursar: Falcon Manor School,
Greens Norton, Towcester, Northants NN12 8BN
Telephone: 0327-50544 Fax: 0327-359203

Boarding School for 620 Boys and Girls between 11 and 18.

Purpose built school set in 60 acres of playing
fields overlooking the Stour estuary.

Fees are generously subsidised by Greenwich
Hospital and closely linked to BSA.
(Sept. 1993 £2,400 per term.)

Fees for the children and grandchildren
of seafarers, ex-seafarers and RN
personnel not entitled to BSA are
individually assessed on family income.
(Less than £25 per term for those on the
lowest incomes.)

ENTRANCE EXAMINATIONS
11+, 12+ and 13+

HELD ANNUALLY in JANUARY

Prospectus and further information from the Registrar



**THE
ROYAL
HOSPITAL
SCHOOL**

Ipswich, Suffolk IP9 2RX

Tel: (0473) 328342

Fax: (0473) 328825

Headmaster: Michael Kirk, M.A.

FINBOROUGH SCHOOL

(formerly St George's School)

Independent Boarding and Day School for Boys and Girls

- ★ Continuous education 7 to 18 years
- ★ Entry possible at any age
- ★ All staff fully qualified, mainly graduates
- ★ GCSE/A level courses
- ★ Small classes
- ★ Traditional values and disciplinary standards
- ★ Good family atmosphere
- ★ Sensible uniform — reasonably priced
- ★ Extensive grounds and playing fields
- ★ Fully inclusive fees — approx 90% covered by BSA

Apply for prospectus:

The Administration Officer, The Hall, Gt. Finborough, Stowmarket
Suffolk, IP14 3EF (0449) 674479



Education



DORSET HOUSE SCHOOL

The Manor, Church Lane, Bury, Nr Pulborough, West Sussex RH20 1PB
Tel: 0798 831456

- * IAPS boarding, weekly boarding and day preparatory school for boys, 4½ to 13 years
- * Excellent academic and music/arts record
- * Small classes ensure personal attention
- * Strong sporting tradition
- * Idyllic setting at foot of the Downs
- * Wealth of extra-curricular activities
- * New computer facilities

We understand the needs of Service families.
For further details contact the Bursar, Wg Cdr Adrian Gill
The aim of this charitable trust is to provide a first class education for boys



ST. JOSEPH'S SCHOOL LAUNCESTON

Independent Boarding and Day School for

Girls 4-16 years
Boys 4-11 years

- ★ The best GCSE results in Cornwall (DFE Survey, 1992)
- ★ A competitive fee structure for Day and Boarding pupils
- ★ Scholarships available
- ★ Transport daily from Tavistock and Liskeard. Weekly transport to Plymouth

For further information
please contact:

School Office
St. Joseph's School
Launceston
Cornwall PL15 8HN



Tel: 0566-772988



ST JOHN'S COLLEGE

SOUTHSEA, HAMPSHIRE PO5 3QW
Tel: (0705) 815118 Fax: (0705) 873603

Catholic Independent Boarding and Day School for Boys
conducted by the De La Salle Brothers. Headmaster: Rev. Brother Cyril, FSC
Other denominations welcomed Girls accepted into the Sixth Form

33 Government Assisted Places Awarded Annually
Upper School 11-18 Lower School 4-11 Boarding 8-18

Service Personnel can take up dayboy status on the parents
retirement from the Services

New 1992: Sports Hall, Squash Courts, Theatre, Information Technology
Labs, Sixth Form Common Room

Further information from the Headmaster's Secretary
REGISTERED CHARITY — FOUNDED TO PROVIDE EDUCATION



EDGEHILL COLLEGE

Bideford, Devon

Boarding: Weekly Boarding: Day
Co-educational 3-18; Large Sixth Form

Interested parents are invited to visit the College to view the excellent
facilities and meet the Academic and Pastoral Staff and students
The Sixth form is for students wishing to follow a two-year A-Level
course. A full extra-curricular programme of lectures, activities and
outings is offered for all age groups

Regular transport to Exeter and Plymouth
Escorts to London and all major airports

Special rates for Service families

For further details, telephone the Admissions Secretary —
0237 471701

Edgehill is a charitable institution for the education of children

HELENSBURGH PARK LODGE SCHOOL

CO-ED DAY. 2½-12 YEARS

- ★ Excellent record for successful preparation of pupils for entry to public and independent schools throughout the country
- ★ Traditional academic education
- ★ Individual tuition within small classes
- ★ Happy caring environment
- ★ Many sporting and recreational activities

Prospectus from:

The Principal

PARK LODGE SCHOOL

17 Charlotte Street - Helensburgh - Dunbartonshire
Telephone 0436 73008

Wilton House School

Battle, Hastings, East Sussex TN33 9BS. 0424 830234

Co-educational boarding and day school

Head office and senior school: Catsfield Place, Battle
GCSE and A Levels 13-18 years

Junior school: Broomham, Guestling, Hastings. 5-13 years

Small classes. Remedial and individual tuition arranged when required.
● Computer workshop. ● Swimming pools. ● Tennis courts. ● Games
fields and horse riding. ● Escort services to and from airports.
Special terms for Service children additional to Service grants.

Established since 1954

Apply: The School Secretary



Wykeham House School

East Street, Fareham

G.S.A. INDEPENDENT DAY SCHOOL FOR GIRLS
(Aged 4-16 years)

Entry: to infants by interview. To Junior School by assessment
and examination. To Senior School by Common Entrance.

For vacancies contact: The Bursar (0329) 282356

A registered educational charitable trust

Parents!
CHOOSING A SCHOOL?
VISIT A FREE
ISIS SCHOOLS' EXHIBITION

Watershed Centre, City Centre Docks BRISTOL Sat. 2 Oct '93, 10-5pm	International Centre (BIC Tregonwell Hall) BOURNEMOUTH Sat. 16 Oct '93, 10-5pm
Hilton National Hotel, Walcot Street BATH Sat. 6 Nov '93, 10-5pm	University Great Hall, The Queen's Drive EXETER Sat. 20 Nov '93, 10-5pm

Meet the representatives of many
Independent boarding and day schools
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Pictures of the two visits, above and left, show that while the HMS Cardiffs may have changed considerably over the period of 75 years or so, the distinguished architecture of Venice remains relatively unchanged and unscathed.

VENICE — NOW AND THEN

WHEN HMS Cardiff visited Venice during her deployment with STANAVFORMED earlier this year she passed by the berth at which, nearly 75 years ago her predecessor, a 4,000-ton 6-inch gunned light cruiser, paid a similar courtesy call.

The modern Type-42 destroyer has now been relieved of her Adriatic duties, with HMS Edinburgh taking her place.

She returned to her home-port of Portsmouth last month, having spent 12 of the last 14 months away from home waters.



Nelson remembered in Norfolk

Sir Donald for President

SIR Donald Gosling, (pictured right) recently appointed an Honorary Captain in the Royal Naval Reserve, has succeeded Lord Alexander as President of the White Ensign Association.

Sir Donald, a great benefactor and supporter of the Navy, has served on the Association's Council for over 20 years.

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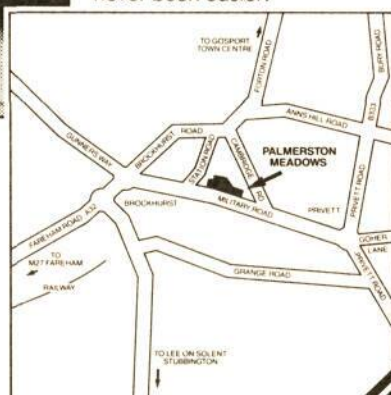
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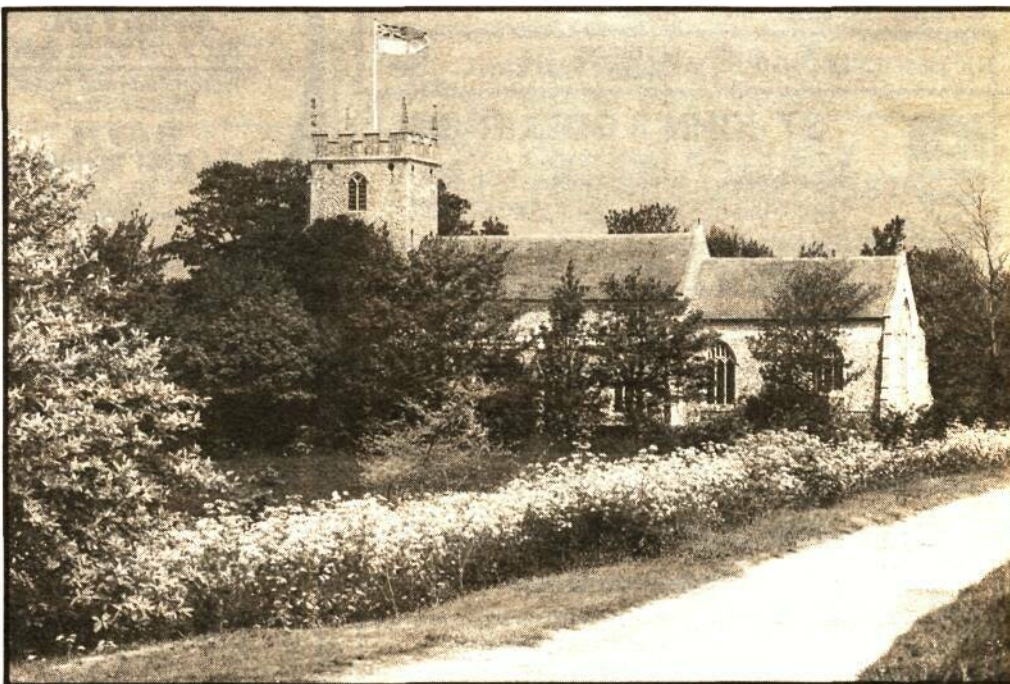
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ADMIRAL Lord Nelson was born in the Norfolk village of Burnham Thorpe, a fact of which the villagers are very proud, and around the turn of the century the Admiralty arranged for the restoration of All Saints Church in the village as a permanent memorial to the victor of Trafalgar, with permission given for the White Ensign to be flown from the church tower.

Keen-eyed visitors to Burnham Thorpe will notice something different about the ensign — it is in fact a replica of the one flown by Lord Nelson at the Battle of the Nile, and the Union flag in the top left corner does not include St. Patrick's Cross.

Now, once again the church is in need of more major work and a Restoration Appeal Fund for the historic 600-year old building has been set up

to fund the new repairs.

The fund is already receiving support from naval personnel, both here and in Canada, and it gladly welcomes any donation. If wished it could be given in memory of a departed relative, when the name will be recorded in the Book of Remembrance.

Address for donations is Hon. Sec. Restoration Fund, Burnham Thorpe, Norfolk PE31 8HN.

Picture, above. The White Ensign flies proudly on the tower of All Saints Church, Burnham Thorpe.

Rocking with Ringo

CLYDE Submarine Base has finally got a yellow submarine — a king-size inflatable called "Ringo".

Launching the Sportsdrome pool's latest playmate with the help of the PT staff is the Captain of HMS Neptune, Capt. Ian Somerville.





STANDARD SOLUTION

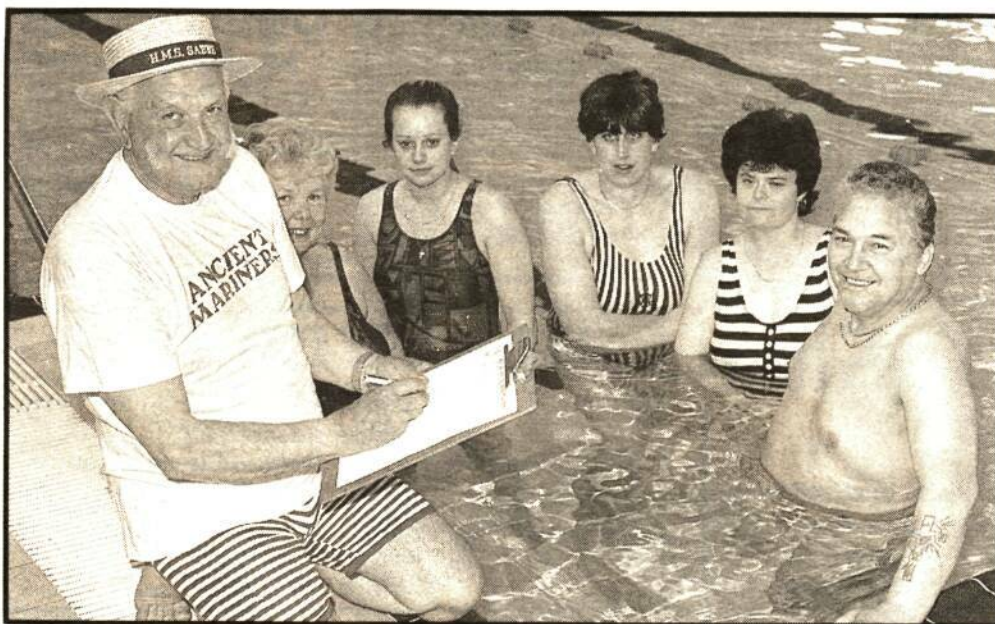
BRANCH standards, once dedicated, appear to have a life of their own and can turn up in unexpected ways long after a branch has been de-commissioned. Perhaps some nautical angel is in charge of their safe-keeping!

It must have been that angel which led Shipmate Peter Trilsbach, president of the Greenford branch, to meet ex-matelot Mr. Beckwith, on going to collect some costumes for a "Gang Show".

In the course of conversation Mr. Beckwith revealed he was an ex-standard bearer of the former Greenford Royal Naval Old Comrades Association and that he still had the old branch standard, in safe-keeping, under his bed.

The vicar of Holy Cross church was approached with a view to having the standard layed-up in his church and he willingly agreed.

An oak plinth was made by Shipmate Dusty Miller and, to keep costs down, it was decided to keep the laying-up of the RNOCA standard informal. The honour was performed by Shipmate Alan Robinson, the national standard bearer, the occasion providing the ideal opportunity for the re-dedication of the Greenford standard.



Splash down

JUDGING by the happy faces of Shipmates Trevor Hunneyball, left, and Allan Johnson, of Devizes branch, a sponsored swim with some charming ladies did them a power of good as well as raising £800 for local charities. The Devizes branch has raised £1,000 for charity during the past six months.

Picture: Westminster Press Ltd.

Atlantic pride

A PARADE and service on the bank of the Mersey, organised by Wallasey to mark the 50th anniversary of the Battle of the Atlantic, was a proud occasion for shipmates of the association.

Displaying 50 standards, including the national standard of the RNA and that of the Merchant Navy, 650 veterans marched to music by the Royal Canadian Maritime Band and the Wallasey Sea Cadet band, for a service on Seacombe Promenade.

After the service the parade continued to the Town Hall where the salute was taken by the President, Admiral Sir Desmond Cassidi, accompanied by Rear Admiral Garnett, Admiral Piers RCN (retd.) and the Mayor and Mayoress of Wirral.

Members of Romford and Hornchurch were in Liverpool to mark the anniversary and it was a memorable occasion for all concerned, especially for Shipmate Stan Puttock who, as secretary of the Haverling Seafarers Association, was invited, with his wife, to the Queen's reception in Bootle Town Hall.

Members of Greenford are proud of the part played in the anniversary commemoration by their chairman and national standard bearer, Shipmate Alan Robinson. His bearing, drill and demeanour were a credit to the association. Praise too from Leyland for those who worked hard to make the occasion such a success.

Sporting gesture from Dhahran

THANKS to sponsorship by British Aerospace, Dhahran was able to lay on a programme of sporting and social events for the visit of HMS Southampton to Damman Port, Saudi Arabia.

The ship's team beat the home side at cricket, but the visitors met their match in a five-a-side football tournament. Nor were the ladies overlooked. The wives of members of the branch took the Wrens on a shopping trip and after their spending spree there followed swimming and barbecues. In return, members were invited on board the Southampton for a social evening and were royally entertained in the WOs' and CPOs' Mess.

BRANCH NEWS

A sponsored parachute jump by members of Aberdeen raised funds for Cancer Research and the Sea Cadet Unit, TS Scylla. Those who floated safely to earth included Shipmates Eddie Day (senior and junior), Craig Cumerford, Mark Anderson, Andy Bain and Ian Fenwick. Unfortunately one member of the team, Mandy Day, broke a leg on her second jump, but is now well on the way to recovery.

Shipmate Ron Lazell, president of Romford and Hornchurch has, to the delight of fellow shipmates, completed negotiations for the twinning of the branch with that of the Maritime Comradeship of the Battleship St George, the Austrian equivalent of the RNA.

At a Drum Head service conducted by the Rev. Brian Branche, the branch padre, the Carshalton standard was dedicated. The occasion was well-supported by shipmates of No 1 Area and, at the parade following the service, 25 standards were displayed.



A TV "special" at the Royal Naval Hospital, Stonehouse, as Capt. Mann, the Medical Officer in Command, is presented with a television on behalf of No 4 Area. Money from the Area Charity Chest provided the gift. The presentation is witnessed by representatives of RNH Stonehouse and members of Plymouth and Bristol branches.

On holiday in Malta with his family, Shipmate R. G. Green, vice president Melton Mowbray, paid a courtesy visit to the Malta RNA headquarters to present a plaque on behalf of his branch.

City of Ely organised a successful weekend reunion to mark the 50th anniversary of the adoption of HMS Walpole by the city. Surviving members of the ship's company and their wives attended, including the last navigating officer of the Walpole, Shipmate Ted Tooley, who took the salute at the march past.

Though Newton Abbot is at a low ebb, this has not deterred members from raising £400 for the Devon Ambulance Appeal. A sponsored walk and a succession of coffee mornings helped raise the cash.

There was a big turn out of shipmates from branches throughout No 4 Area to say farewell to their popular chaplain, the Rev. Harry Kennen who is retiring due to ill health. The occasion was hosted by Torridge. Shipmate Kennen, area chaplain since 1980, distinguished himself at dedications and area rallies at Barton Hall, where he always had a "full house" for church services. He was presented with Area vice presidency, in honour of his long and happy association with Area 4.

Brereton thank the crews of the German U-25 and HMNZS Canterbury, the only ships assembled off Liverpool to place orders for the Battle of the Atlantic plaque and the FDC envelope and thereby supporting five charities to the extent of £50 plus each.

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Screen scene

ALL eyes are fixed on the operator and the computer at Walton Coastguard Station, as members of Walton-on-Naze branch, with 'Friends of the Royal Dutch Navy', visit the station. The visitors are, from left, Dutch chairman, Ben Oudman, Shipmate Len McCarthy, chairman Walton branch, Shipmate Bill Jenkins, the vice president, and Dutch secretary Albert Ten Have.

Picture: Tony Ellis.



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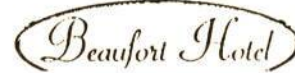
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SULTAN PULL IT OFF

THE Royal Tournament's Tug of War competition attracted the cream of Service teams — among them HMS Sultan. Despite having pulled together for just five months, the Sultan squad achieved what no other Navy team has done, in being placed in the top five in each category.

In the 660kg league Sultan lost only one pull against league winners 47 AD Regt. They met RAF Cottesmore in the pull-off for 3rd/4th place and had to settle for fourth. However, they were the first RN team ever to place at this level and gave all the other teams food for thought in the process.

Not even the wildest optimist could have held out much hope for Sultan in the 600kg category, but they stunned everyone by finishing second in their league. Again they finished up fourth, having found 14 Field Regt. RA too strong in the pull off.

A third 4th in the Tournament was achieved at 640kg. It went to three ends, though, before 12 AD Regt. RA pipped them to take third place. MEAs Boulton, Saddler, Caulton, Phillip, Hinde, Jagger, Strachan, Alexander, Bessant, Thomas and Hirst pulled; POPT Jock Stewart coached.

Horses find going hard

NAVY riders saw three days of stiff competition at the Defence Animal Centre at Melton Mowbray. As usual the Army were out in force but POWren Louise Isaacs (CTCRM) on Jack of Diamonds qualified for the Queen's Cup after being placed in the Prince of Wales Cup.

Mne. Howard Wood (40 Cdo) and Jasmin qualified for the King's and Queen's Cups, both of which took place at Earl's Court during the Royal Tournament.

Jasmin and Jack of Diamonds were joined by Maybelle, ridden by Lieut.-Cdr. Richard Randall (RNEC) to take first place in the Dismounted Units Team Event with three clear rounds in the jump-off.

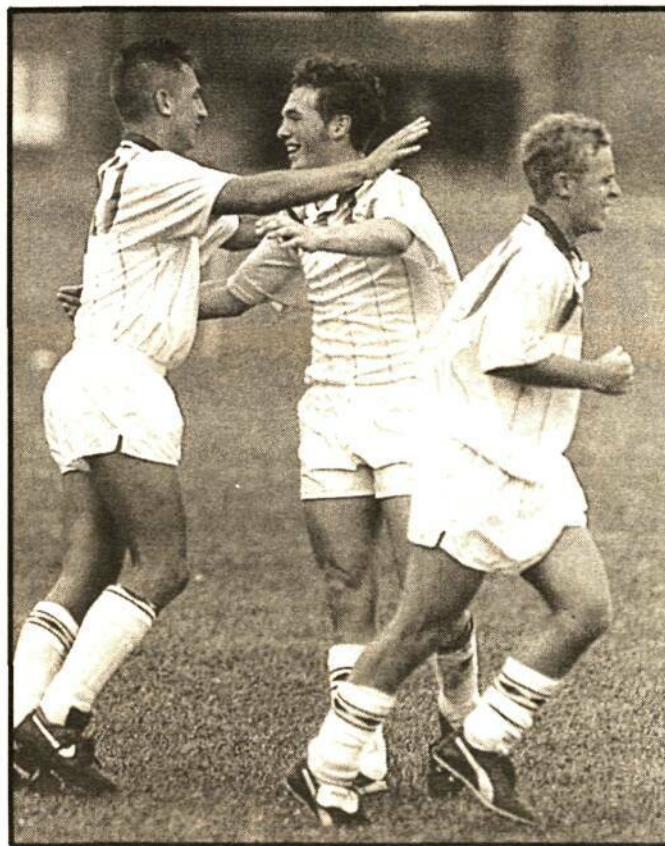
Cpl. Butch Bustany borrowed Jack of Diamonds for the Senior Derby and was placed third.

Another round of showjumping was required at Earl's Court from the 12 Combined Services horses to have qualified. That whittled the number down to six for the performances. Neither Jasmin nor Jack of Diamonds was performing well due to excessively hard ground in the arena.

In the afternoon performance Jasmin came 6th in the King's Cup and in the evening Jack was 6th and Jasmin 7th in the Queen's Cup. But Louise Isaacs won the Miles Gunning Trophy for scoring the most points throughout the competition.

Hockey

LWREN Judith Mitchell, Mrs Brenda Simmons, wife of Lieut.-Cdr. Robert Simmons, and Mrs Theresa Russell, wife of an RAF Squadron Leader, were spotted by a Norwegian scout while playing in a mixed hockey team for HQ AFNORTH. They were asked if they would like to represent Norway in a match against the Swedish Under 18 national squad and they duly accepted. The match ended in a goalless draw, but the selectors were obviously delighted with the Brits, and have asked them to play in the Oslo Cup against teams from all over Europe.



FOR THE first time the Royal Navy Under 19 team entered the Royal Mail International Tournament — and they reached the final. There they lost 6-5 on penalties, the score having stood at 4-4 after extra time, writes Lieut.-Cdr. Jim Danks.

The RN team went 1-0 down within three seconds and later 2-0 behind, but at the start of the second half scored three times in an eight minute burst to take a 3-2 lead.

With five minutes remaining they were behind again, but with seconds to spare AEM Gareth White forced the ball home to level the scores.

After the first five penalties it was 4-4, but with sudden death in force the Hong Kong national Under 19 team secured the cup. It had been a gutsy performance by the Navy team. They had won their group with a 3-3 draw with Petersfield and a 5-1 win against Hong Kong. They beat Westfield 4-2 in the quarter final and Eastleigh 6-0 in the semi-final.

WEA App Gordon Hannah captained the team and Lieut.-Cdr. Henry Millington and POPT Charlie Farley coached.

A prizegiving ceremony was held at Portsmouth Guildhall. The Lord Mayor of Portsmouth presented the Player of the Tournament Trophy to WEM(O) Craig Harris (Collingwood).

Earlier, the two skippers, Wai Kwan Lung and WEA App Gordon Hannah (Collingwood) had exchanged mementos of their teams.

Above: Celebration time for (l-r) MEM(M) Andy Evans, WEM(O) Des White and WEM(O) Craig Harris.

Picture: David Streten, Cosham.

A JEWSON GOOD TEAM

AFTER their best ever season in the Jewson Wessex League, Portsmouth RN FC are confidently looking forward to this season's campaign.

Joint manager's last season Sean Mitchell and Dave Pepper lifted the club from bottom place and in the course of achieving their target of 40 points over the season the club scored several notable victories. Strikers Paul Spinks and Fraser Quirke regularly found the net, while Mitchell marshalled a sound defence.

Service commitments mean neither Mitchell nor Pepper can continue as manager this season, but the core of last season's team is still available

and new joint manager Spinks is confident last season's success can be built on.

Selection remains at the mercy of the three Ds — drafting, deployments and duties, so the club is always keen to consider new players. If you are a soccer player interested in regular, competitive football in a senior semi-professional league — and Portsmouth RN are the only Services team to play regularly at such a high level — then don't hesitate to get in touch.

● Spectators, too, are most welcome at all the club's matches. September fixtures at Burnaby Road (kick off 1500 except where stated) are: 4 v Andover; 18 v Bemerton Heath; 20 v Downton (ko 1930); 25 v B.A.T.; October 2 v Wimborne Town (FA Vase winners 1992).

SHIP TO SHORE?

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Mann of the Tournament

ON DAY 1 of the Inter-Services Tournament the Navy lost the toss to the Army and were asked to bat. Playing in his 25th Inter-Services match, skipper Maj Charles Hobson RM celebrated with a fine 49 before playing back to Willis and being bowled, writes *Lieut.-Cdr. Jim Danks*.

Falconer made 23 but the middle order fell away. It was 139 for 7 before Mne. Andy Procter (CTCRM), making his debut, and Chris Slocombe added 33 in 3.3 overs. With the innings reduced by rain, the Navy finished on 172 for 8 from 44 overs.

New Navy cap MEA App David Garbutt and Bob Learmouth opened the bowling and Garbutt struck the first blow by removing Cotterill with the score at 15. Moore claimed the important wicket of Greateux for 26 with his first ball. The RN were inspired after the tea interval. A fine throw by Procter ran out St George with the score at 77. Bowling in tandem, Learmouth and Mann conceded just 34, while taking five wickets!

A fine diving catch by Hollington to dismiss Matthews for a defiant 18 ended the Army resistance and with the score at 140 Mann completed a magnificent spell by dismissing Bush for 13 to give the Navy victory by 32 runs.

This was the Navy's first win against the Army since 1982 and with figures of 5 for 21 from 7.1 overs Mann deservedly won the Man of the Match award provided by Famous Grouse. This victory was a team effort, highlighted by some excellent fielding.

New caps were awarded to Procter, Snelling, Garbutt, Mann and Maj. Gary Robison.

RN 172 (Hobson 49) Army 140 (Mann 5-21). RN won by 32 runs.

On Day 2 the RAF beat the Army by one run. For the RAF Sgt Lumb made 107 of the 280 for 3 total. In reply 2nd Lieut. C. St George made 113 as the Army were bowled out for 279.

In the deciding match (which saw Hollington making his 25th Inter-Services appearance), Hobson won the toss and asked the RAF to bat. They were reduced to 51 for 4 in the 21st over. A brilliant catch by Procter ended Elk's innings with the score at 183. The RAF added 37 from the last five overs to reach 235 for 8.

Learmouth bowled a fine opening spell of 11 overs, taking 1 for 22. He was backed up by Moore with 2 for 29 and Mann 3 for 57.

The RN lost four wickets for 30 before Falconer and Mann gradually repaired the damage. They made 99 together in 22 overs before Mann holed out to Jones at deep mid-wicket for a fine 36 with the score at 129.

Falconer was batting brilliantly; he reached his 50 from 85 balls in 87 minutes and completed his century from 136 balls in 146 minutes. Two overs were lost to rain, reducing the target to 228. Falconer hit two huge sixes as he sought to reduce the run rate, but he was also running out of partners.

His innings of 129 took the Navy to the brink of victory. He was run out following a mix-up with Garbutt with the score at 205. This left too much for the tail-enders and the innings closed at 217.

RAF 235 for 8. RN 217 (Falconer 129). Reduced target meant the RAF won by 10 runs.

After the match Air Chief Marshal Sir Michael Graydon presented Falconer with the

Man of the Match award and, to the delight of Navy supporters, AEM Mann was named Player of the Tournament.

This tournament, sponsored by Famous Grouse, saw two tremendous Navy performances from a side producing their best efforts when it mattered most. The disappointment of so narrowly missing the trophy will have been tempered by the fact that five of the players were in the RN Under-25 squad this season.

The future of Navy cricket appears in good hands — not least those of Falconer and Mann. In addition to them, Garbutt was selected for the final Combined Services match against the MCC.

The competition for places this season has been the toughest yet and AB Steve Miles will consider himself most unlucky not to be capped — but his improved performance will benefit the team next season.

□ □ □

IN THEIR match against the Australian Combined Services, the Navy made a disastrous start, losing half the side for 32 runs by the 13th over.

However, a spirited stand of 71 between Lieut. Alistair Falconer (820 NAS) (37) and Lieut. Piers Moore (Renown) (51) improved the situation before Falconer was bowled with the score at 103. Cpl Martin

King (Warrior) made 31 no as the RN reached 153 for 9 from their 55 overs.

King held a magnificent return catch to dismiss Ross with his first ball but the Australians made their 154 for 5 to win by five wickets. Among their number were Lieut.-Cdr. Mark Campbell and Mark Harling, who made regular appearances for the RN while serving here on exchange appointments.

With 198 for 6, Devon beat the Royal Navy by four wickets at Budleigh Salterton — Falconer made 68 and Maj. Charles Hobson (skipper) made 50 of the RN's 197 all out.

The following day the Navy played Dorset CA at Dorchester and won by four runs. John Mann with 3-28 and Moore 3-35 were well supported by Steve Miles 2-21 from their allotted nine overs and Lieut. Chris Slocombe bowled his overs economically for 18 runs.

A Southern League XI reached 253 for 5 at Burnaby Road. The Navy made a solid start in reply. Sub-Lieut. Paul Snelling made 35, Capt. Robin Hollington (HQRM) 27, and Hobson 49. At this stage Falconer's injured knee forced him to use a runner. He played well and reached 54 before his runner (Snelling) chanced his luck once too often and was run out.

The Navy could not maintain their momentum and were bowled out for 225, giving vic-



Picture: LA(Phot) Richie Moss

Above: Action from the Royal Navy v Australian Defence Forces match. From left: wicketkeeper David Bloom, Alistair Falconer, Piers Moore, Barry Moyle and umpire Mal Hume.

tory to the Southern League by 28 runs. But this was a much improved performance by the early order batsmen and but for a slack period late morning the RN could have achieved a confidence-boosting victory in their last match before the Inter-Services.

Good luck

SUPER heavyweight Mne Kevin McCormack (45 Cdo) has been selected for the European Boxing Championships, taking place in Turkey, Sept. 5-13.

MALE BASTION IS SHOT DOWN

MALE domination of the Bisley Skill at Arms Meeting was broken in this, the centenary year of the Army Rifle Association when Lieut. Sally Roots (Yeovilton) beat her male colleagues to become the RN Service Rifle Champion, writes *Lieut.-Cdr. Peter Downs*.

In only her second year of competition shooting, Sally tied for first place with CPO Nigel Ball (also of Air Command), but won through in a "shoot out."

Nigel, however, showed all his experience to become the Champion at Arms, with consistently high scores in all major rifle and pistol events.

Air Command dominated again this year, winning most of the team and individual awards. But Plymouth beat them into second place in the Pistol Falling Plate and Rifle Tiles events.

In his final year at Bisley Lieut. Ted Metcalfe won the Hutton Tankard for the highest individual score in the Generals Cup. Ted has rep-

resented Portsmouth Command many times during his Royal Navy career and has been a good shot with three generations of service rifle. A staunch supporter of all forms of competitive shooting, Ted retires from the Navy later this year.

A wealth of new talent was evident in the form of Tyros, all of whom demonstrated considerable skill and showed that there is a lot of interest and enthusiasm prevalent in Service shooting today.

This year's Tyro Champion was PO Ned Kelly. The Bounton Cup, awarded to the Tyro aged 25 or under with the highest score in the Championships, was won by AEM Sticky Bostock of Air Command.

GIRLS ON TOP!



Inter-Service Champions — (l-r) POWrenPT Carol Strong, POWren Ali Parnell, LWren Lesley Allen, Sub-Lieut. Louise Eastwood, Lieut. Viv Price and Wren Emma Craig.

A TOTAL of 109 athletes took on the gruelling 1,500m swim, 26 mile cycle and 6.8 mile run that made up the Inter-Services Triathlon Championship at RAF Marham in Norfolk.

The men's winner was international triathlete Cpl. Phil Kibble of the Army. Mne. Chris Ray (CTCRM) was runner-up. The Navy's team came second to the Army in the team competition.

But the ladies' event was dominated by the Navy, with

LWren Lesley Allen (Daedalus) taking the individual honours and the Navy team sweeping the board. The WRNS team, only established 12 months, has set its mark on events throughout the country and is on to take the team title at the final Tec Man Series at Cranborne. Once again Navy triathlon is

on a high, with four members of the squad selected to compete for England in the World Championships later this year. Anyone interested in getting involved with the sport should contact either Lieut. Roger Saynor at FONA HQ or Lieut. Viv Price WRNS at Manadon for further information.



THE HMS Illustrious shooting team — first team from a carrier to enter the Naval Air Command Skill at Arms Competition were rewarded with the trophy for the Best Rifle Team and are pictured showing it off. Back row (l-r) Mne Polly Perkins, AEM Fergie Fergusson, CPO Glen Eames and LAEM Dickie Dickinson. Wren Kate Dix is taking the weight off her feet and team captain PO Gary Lancefield is kneeling in front.

RELEGATED last season to London League Three South West, United Services (Portsmouth) RFC is sharpening its act in its determination not to slide any further.

New chairman Cdr. Terry Le Manuais said new Service and civilian players were being sought. Plus it was hoped to attract established RN players back to the club.

Outgoing chairman Cdr. Jeff Blackett, as the Navy selector, is keen US players should figure prominently in selection for the full RN side. There are already encouraging signs; POPT Cass Clay, the RN's outstanding hooker, has joined the club.

USRFC will field various XV's and a youth team is planned. Trials will be held

at Burnaby Road on September 4, followed by some friendly matches. First league match is on October 23 v Portsmouth RFC. Post season tours to the USA and Holland/Belgium are also on the cards.

The lively social programme will centre on the clubhouse, refurbished with grants from the Sailors Fund and RN Sports Lottery.

President: Rear Admiral David Bawtree. Chief coach: POPT Tom O'Connor. 1st XV manager: CPOPT Ray Ewins. Fixtures sec: Lieut.-Cdr. Brian Hookway. Hon. sec: Lieut.-Cdr. Jonathan Dingle.



A FAIR WAY TO BID FAREWELL

THERE was a great turnout for an open golf competition organised as a tribute to Capt. Angus Sandford, Director of Naval Physical Training and Sport, who is due to retire from the Royal Navy this month.

A total of 34 players took part in the event at the China Fleet Country Club, Saltash, and the winner was Mr Paul Horrocks, of Broadway Sports, Plymouth.

Lieut.-Cdr. Geof Palmer, Staff Recreation Officer to Flag Officer Plymouth, presented Capt. Sandford with an engraved decanter on behalf of all the participants.

WET, WET, WET!

AFTER six years without a win in the Inter Services Water Polo Championship, the Royal Navy water polo team have broken the trend, writes Lieut.-Cdr. Phil Walter.

This year's competition produced the closest three games for many years. The opening match saw the RN play the RAF. It was a hard-fought game which the RAF won 9-5 — the scoreline not doing justice to the Navy's performance.

POPT Micky Flaherty and Walter, the only RN players to have played in an Inter-Service winning team (back in 1981), scored two each.

Having lost to the RAF, the Navy had to play later that day against the Army. The atmosphere at HMS Temeraire was charged as the Services' swimming teams, there for their own Inter-Service Championships, lent their support to the water polo squads.

At the end of a frantic first quarter the score was 3-3. The second quarter saw the best period for the RN in years; goals from Flaherty (Osprey), Walter (FOSM) and POAEA Neil Tait (Daedalus) put the Navy ahead 6-3.

In the third quarter each side scored twice, so the final period began with the RN 8-5 up. The Army, with the advantage of attacking the deep end, scored 40 seconds into the quarter.

The RN then shut the Army out for five minutes, before Sub-Lieut. Steve Etchells (RNEC) put the game out of the Army's reach. The soldiers scored a consolation goal 18 seconds from time and the match ended as a memorable 9-7 RN victory.

In the final match the RAF beat the Army 13-11 to retain the title, but RN water polo is back in the ascendancy.

Other RN players were CPOMEA Piggy Mair and CPOMEA Colin Rowell (Defiance), CPOAEA Tony Atkinson (Daedalus), Sub-Lieut. Paul Pitcher (BRNC), Lieut. Mark Barrett and Cpl. Andy Jesson (Heron), Lieut. Russ Sneddon and LAEA Lenny McCoy (Culdrose), LMEM Ali Compton (Sultan) and Lieut. Doug White (Collingwood).

BROWNDOWN near Gosport hosted the 11th RN Windsurfing Championships, and although poor weather reduced the number of entries to a disappointing 23, the Force 3 to 7 winds produced an exciting weekend.

In the heavyweight fleet (for sailors weighing over 75kg) the first race was won by Sub-Lieut. Matt Spooner (Monmouth) from CPOWEA Dave Strudwick (FSFWE), with Lieut. Patrick Hambly (Dolphin) third.

In the Force 4 winds Matt, in fact, finished in front of an out of practice Lieut.-Cdr. Ian Plant (DGA(N)), who lead the lightweight fleet, followed by Lieut. Simon Kingsbury (Manadon) and CPOWEA Trevor Chantler (Glasgow).

The next two races were sailed in a Force 3-4 and produced close results which would have been closer still if several sailors had not insisted on sailing the wrong course when in the lead.

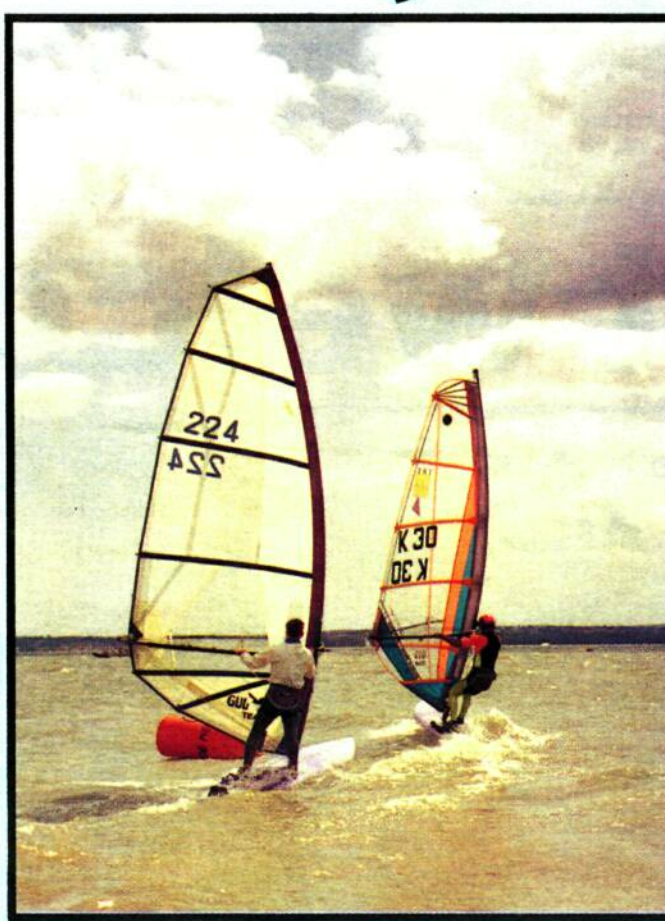
These mistakes allowed Ian to hold the overall lead at the end of the day when a superb barbecue was organised by Jackie Early (who had completed a 300ft bungee jump that morning). The day was capped with a moonlit mountain bike slalom relay, won by Strudwick and Lieut.-Cdr. Colin Brooks (CWTA).

Sunday dawned with a SW 5-6 blowing but the sun could be seen between the clouds. Most sailors elected to stay with 7.5m sails for the first race, which produced exciting reaches, planing down building swells.

The final race started in Force 5 winds which rose after the first lap to Force 6 gusting 7 for a while. The swell rose to exciting proportions away from the shore.

Survivors arrived on the beach feeling tired but exhilarated. Some had continued with 7.5m sails, while others had changed down to 6.5m or even less. That there were 11 finishers is a tribute not only to their skill and determination but to the advances in sail design that have taken place over recent years.

After a wild and windy championships, Ian Plant was again the overall champion.



Overall champion Lieut.-Cdr. Ian Plant (sail no. 224) and Lieut.-Cdr. Colin Brooks round a marker

Other results were as follows — Lightweight Champion Lieut.-Cdr. Plant; 2, Lieut. Kingsbury; 3, CPOWEA Chantler. Heavyweight Champion CPOWEA Strudwick; 2, Sub-Lieut. Spooner; 3, Lieut. Hambly. WRNS Champion Sub-Lieut. Lisa Scandling (RNR Wessex). 1st Recreational Fleet Lieut. Dick Richards (FOST Comms). Senior Champion CPOAEA Mike Wright (Daedalus). Veteran Champion Lieut.-Cdr. Brooks. 1st Novice WO2 Paul Jobling (RM Poole). 1st Lady Mrs Sarah Kennedy. 1st Civilian Mr Lance Bryden (FMRO).

EARLIER this year a Royal Navy crew participating in the Cape to Rio Race was beaten by the magnificent, 73' Maxi Broomstick, which subsequently set a new transatlantic record for a monohull.

The RN's Cape to Rio skipper, Cdr. Tony Higham was surprised to learn there were no plans to sail Broomstick during Cowes Week. But, ask and you shall be given, and her owner agreed a Navy crew (largely the Rio Race team) could race her in the prestigious Britannia cup.

Despite an eleventh hour engine repair and just 20 minutes of practice, the RN crew took Broomstick into the lead from the start, battled to hold on to the larger boats and then in the final spinnaker leg surged forward to be the first home of the 50-strong fleet.

Broomstick was beaten for the handicap prize by smaller boats, but this was a magnificent achievement against the cream of the world's yachtsmen. Special thanks to RFA

Black Rover for sportingly allowing the Navy crew to pass ahead of her in the Solent.

Among Broomstick's crew were Lieut.-Cdr. Robin Knox-Johnston RNR (retd) and Lieut. Mick Broughton, Lead Navigator for the British team in this year's Admiral's Cup.

Britain finished sixth, but performed well in the Fastnet Race. The yacht on which Mick was a crew member, Provezza Source, was third among the two-tonners; thus helping the home team to the second highest score in the combined two ton/one ton fleet.

Mick paid tribute to Met. Officer Lieut.-Cdr. Liz Spencer (like him, based at Portland) who provided the British team with weather forecasts for all the races — and very accurate data it was too.

Longing to ski?

IT MIGHT seem unseasonal, but now's the time to think about skiing competitively for the Royal Navy/Royal Marines. Essentially, there are two disciplines to go at — downhill and biathlon.

For downhillers the John Nike Ski Slope, Marshmills, Plymouth, is the venue for the Royal Navy Winter Sports Association Artificial Ski Slope Championships on Wednesday, September 22.

Starting at 0900, there will be three events — the Individual Special Slalom (two timed runs, prizes for winning individual, ship and establishment team); the Inter-Command Dual Slalom Relay; and the Individual Dual Slalom Knockout.

The entry fee is £10 (plus £3 temporary RNWSA membership fee for non-members). This year there will also be a sponsored instruction class for outright beginners on the same day.

Entry forms and details from Ship and Establishment Sports Officers or direct from the organiser, Lieut.-Cdr. Franks, HMS Illustrious BFPO 305. Tel. Devonport Naval Base ext. 52670; FAX DNB 53720.

The WRNS Ski Team are on the lookout for competent skiers to take part in the next Championships. If you have some experience and would like to join them from January 1 to February 5 contact PO-WrenPT Carol Strong on Mount Wise 4080 or Lieut. Viv Price on Manadon 81271.

Contact your local ski representative for further information on Unit/Command ski teams. Those thinking they have potential for the Navy squad should write or phone Cpl Jim Oakley, Comacchio PT Office, RM Condor, Arbroath, Angus. 0241 72201 ext 4031 or 4035 (messages).

The RM/RM Biathlon Ski Team, based at RM Condor, train throughout the year. The programme includes two selection courses; the one for novices being held in September. To apply, submit Form C233 through the normal channels and contact by phone or post Lieut. Jenkins, RM Biathlon Team, HQ Coy, 45 Cdo RM, Arbroath, Angus. 0241 72201 ext 2170 for further details.



Bully for them...

A FOURSOME from Com-mando Training Centre Royal Marines, Lympstone, beat over 200 teams to become this year's Naafi-Fosters Team Darts Champions.

Pictured with their trophy — they also won £501! — are (l-r) MOD employee John Delahaye, CSgt Nigel Brown, LCpl Mick Harding (team captain), and Mike Evens, another MOD civilian.

NOW YOU'RE MOTORING

MEMBERS of the Royal Navy Motor Sport Association are enabled — through its RAC MSA affiliation — to compete in and officiate at events organised by RAC recognised clubs throughout the country.

The RN Automobile Club currently has members competing in sprints, hillclimbs, rallies, 4x4 events and also saloon and single seater racing. There are also National B Status events for those wishing to get involved at a different level.

The next of these is the Solent Stages, this year co-promoted by the RNMSA and the Cosmopolitan Car Club of Portsmouth, taking place at HMS Daedalus on Sept. 11.

RNAC marshals regularly take part in national and inter-

national rallies nationwide — including the Lombard RAC Rally.

For two-wheel enthusiasts there is the RN Motorcycle Club, which organises a full programme of competitive, social and charity events. Contact chairman CPO Mark Stidiver, Mountbatten Block, HMS Daedalus for details.

For more info on the RNAC and the RNMSA contact CCAEA Owen, 772 Sqn. HMS Osprey or CPOAEA Hudson, ETS, HMS Seahawk.



Two bouts of bad weather

For the first time in its history, RN air station Culdrose Air Day's flying display had to be cancelled due to bad weather — but the event still drew over 10,000 visitors.

The fog had lifted by the time *The Princess Royal* — seen (right) being greeted by Capt. Peter Fish — arrived a few days later to present Wings to 25 pilots, observers and air-crewmen.

Rain also forced HMS Nelson's Family Fun Day indoors — Cdre Roger Lowndes is seen here (left) getting it in the neck from daughter Becky (see also page 28).



Brilliant welcome for Russians at the Rock

SUPER-FIT sailors from HMS Brilliant left the Russian opposition in their wake as they sped to the top of the Rock in the traditional Gibraltarian challenge.

It was part of a successful round of cultural, sporting and social events laid on for the visit of three Russian warships to Gibraltar.

Visiting the Rock for the first time were the Krivak frigates *Bessmenny*, based in Murmansk, *Druzhny* of the Baltic Fleet, and *Legkiy*, which berthed alongside HMS Brilliant.

Another first for the Russians was an introduction to ten-pin bowling, courtesy of the CPOs Mess.

This was, in fact, the first visit by Russian warships to Gibraltar in living memory.

"Actually, the Russians did valiantly well in their first-ever attempt at the Rock race — their best place was third," Brilliant's public relations offi-

cer Lieut.-Cdr. Mark Emerton told Navy News.

"We had good weather — and equally warm hospitality exchanged between us. Brilliant took over most of the day-to-day hosting and our Russian visitors frequently stated their delight that ties were now being re-established with the RN."

"A lot of gifts — and quite a lot of vodka! — were exchanged and we were all fascinated to see how each other lived and operated. We've made a lot of new friends."

● HMS Brilliant welcomes the Krivak class anti-submarine frigate *Legkiy* alongside at the Rock.



Guzz's great gunners

DEVONPORT came out on top in this year's Field Gun competition at Earls Court.

The Fleet Air Arm team lost to Guzz on the last night of the Royal Tournament and Devonport led with 2 mins 54 secs, while Portsmouth returned home with only the Sunday Express Trophy for the crew with the lowest number of penalty points.



Croatian snipers fire on RFAs at Split

SGT. Andrew Williamson, the commander of a British Warrior infantry combat vehicle injured during fighting in Bosnia, is seen here being flown out of Kiseljak in a Sea King helicopter of 845 Naval Air Squadron (wire picture).

He had received a gunshot wound in the chest while patrolling through Gornji Vakuf, the scene of fierce fighting between Muslim and Croat forces last month.

Flown home to Queen Elizabeth Military Hospital, Woolwich, Sgt. Williamson made rapid progress and was soon discharged on sick leave.

Croatian snipers have lately fired on RFA supply ships Resource and Sir Percivale in the port of Split — bringing a warning from Portsmouth North MP Peter Griffiths that the Royal Navy is entitled to return fire under rules of engagement.

● See also page 13.

